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WALES

THE BLUE GUIDES

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EDITED BY

FINDLAY MUIRHEAD, M.A., F.R.G.S.

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PREFACE

THE present guide to WALES aims at describing the country in a series of practical routes, carefully planned so as to show the ready means of access to the chief centres of interest and to suggest what points may be conveniently grouped together. Its picturesque beauty is no doubt the chief attraction of Wales for most visitors, but no aspect that appeals to the traveller has been wittingly ignored. An effort has been made to achieve fulness and accuracy in practical detail and, without overloading the text with unnecessary descriptive writing, to afford clear, concise, and definite directions for the tourist, especially for the pedestrian, by whom alone much of the finest scenery can be adequately explored. As in the *Blue Guide to England*, of which this volume is the complement, especial attention has been paid to historical and literary associations; whilst architecture in Wales, both military and ecclesiastical, has been dealt with in somewhat fuller detail and in a somewhat more scientific spirit than has hitherto been usual in guide-books.

The interests of motorists have not been forgotten. In the Introduction will be found a comprehensive scheme for a complete motor-tour through Wales, together with notes as to the main approaches from London; while in the text the motor routes between the chief towns and points of interest in Wales are briefly indicated, with mileages, at the beginning of the corresponding railway routes. Motorists will thus find the Guide conveniently adaptable to their special needs, though it is not intended to supersede the formal road-book.

The writer of the major part of the volume is MR. J. E. MORRIS, B.A. Oxon., whose approved scholarship and long experience of similar work should go far to lend it an authoritative character. Wales was specially visited in the interests of the book both by Mr. Morris and by the Editor's Staff, and much valuable assistance was received from many local sources. It will not be invidious if the Editor especially thanks Mr. Wallace E. Whitehouse, of Aberystwyth, who organized a band of local helpers; the Rev. the Warden of Ruthin, who supplied several interesting particulars; the Rev. the Abbot of Caldey, who revised the account of that island; and the Very Rev. the Dean of St. David's, who assisted with the plan of St. David's Cathedral. The Editor owes a special debt of gratitude also to those whose names are attached to the

introductory articles; to Prof. H. J. Fleure, D.Sc., F.S.A., Professor of Geography and Anthropology at the University College of Wales, Aberystwyth; to Prof. T. Gwynn Jones, M.A., Professor of Welsh Literature at the same college; and to Mr. Walter M. Gallichan, author of 'Fishing in Wales,' etc.

No one is better aware than the Editor and his Staff of the difficulty of avoiding errors, and suggestions for the correction or improvement of the Guide will be most gratefully welcomed.

Advertisements of every kind are rigorously excluded from this and every other volume of the Blue Guides Series.

4a Bloomsbury Square, W.C. 1.

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Explanations

Maps and Plans. For convenience in handling the Guide on the spot the maps and plans throughout the text are inserted, as far as practicable, immediately *after* the matter to which they relate.

Type. The main routes are described in large type, smaller type being used for branch-routes and excursions, for historical and preliminary paragraphs, and (generally speaking) for descriptions of minor importance.

Asterisks indicate points of special interest or excellence.

Populations are given according to the census of 1921.

Abbreviations. In addition to generally accepted and self-explanatory abbreviations, the following occur in the Guide:

B.=Breakfast.
c.=circa (about).
D.=Dinner.
Dec.=Decorated.
E.E.=Early English.
flor.=floruit (flourished).
G.C.R.=Great Central Railway.
G.W.R.=Great Western Railway.
L.=Luncheon.
L. & N.W.R.=London and North-Western Railway.
m.=mile.
M.R.=Midland Railway.
pens.=pension (board and lodging).
Perp.=Perpendicular.
Pl.=Plan.
Rfmts.=refreshments (usually railway refreshment room).
Rte.=Route.
Trans.=Transitional.

The so-called 'Seven Wonders of Wales' are Pistyll Rhaiadr (p. 42), Wrexham Steeple (p. 35), Llangollen Bridge (p. 92), St. Winifred's Well (p. 10), Overton Yew-trees (p. 37), Gresford Bells (p. 35), and Snowdon (p. 76).

THE LAND OF WALES

By Professor H. J. Fleure

THE visitor approaching Wales feels he is nearing his destination when the hills begin to crowd upon his path, when the views from the train window or the motor are of the fair valleys that run among the hills, and the conversation of the people who come into the railway carriage at the little wayside stations takes a new tone and begins to deal with matters that are somewhat unfamiliar to the dwellers on the open plains or in the industrial districts of England, though he may have to proceed farther with his journey ere he actually hears the Welsh language.

Wales is a hill country dissected by deep valleys cut in old and much hardened rocks, even though it be fringed on N. and S. by coastal plains or ledges used by the express lines of the Great Western Railway from the Severn Tunnel to Fishguard, and the London and North Western Railway from Chester to Holyhead. The other principal railway routes can hardly be called express; they penetrate inland, and the hills close in too swiftly for fast traffic. The Great Western line up the beautiful Dee valley from Ruabon to Bala and thence along a mighty geological fault south-westwards towards Dolgelley; the Cambrian Railway and its connections from Shrewsbury and Whitchurch viâ Welshpool up the Severn valley to the sharp edge of the plateau and down its steep western edge to Machynlleth; the London and North Western Railway through Craven Arms and the valleys of the mid-Welsh moorlands, the Midland Railway from Hereford to Hay and Three Cocks up the Wye, all are country lines, the slowness of which is not fairly understood by the many who rarely go outside the range of the double line in a region of easy gradients. But the charm of the scenery, the fairy beauty of the larch woods in spring, the soft colours of the moorland hills, the glimpses into quiet corners apparently still untouched by the stress of industrialism are a compensation for all delays, at least to the thoughtful visitor who realises that Wales is in one sense a refuge, a treasure house of Britain's past, a fount whence may well up streams of inspiration refreshing to the jaded and overstrained business life of our perplexed modern England.

The Welsh say that Môn, which is Anglesey, is the mother of Wales, and this is as true physically as it is claimed to be traditionally. It differs strikingly from most other parts of Wales in the lowness of the land, for though Holy Island mounts but to 720 ft. at Holyhead above the packet station, it towers like a giant above

the island of Anglesey from which it is almost entirely separated by water. Little observation is needed to show that, for all its lowness, Anglesey is no ordinary plain, but rather the much reduced foundation of an ancient highland, the worn ribs of which still run as lines of moorland between slightly lower lines of marsh N.E. and S.W. One of these lower lines is the Menai Straits, more picturesque if less wild than the island's marshes lying parallel to it. The view across the blue straits from Anglesey impresses the eye with its frontal advance of mountains against the ancient rocks of the isle. They stand in a great line, again N.E. to S.W., with sharper cut peaks than are found in most other parts of Wales, and deeper cut clefts between them than we find in any other Welsh mountains save those of Merionethshire. They are of somewhat less ancient rock than Anglesey, and many layers of hardened lava have helped them to resist the weathering of the ages, but their outstanding feature is the sharp edging, the deeply worn cwms eaten right into the heart of the mountain in those parts which stand out above the 2000-foot line.

In Denbigh, East Merioneth, Montgomery, and Cardigan the 2000-foot line is but rarely attained, and a view from a hill-top reveals the sister hill tops as more or less planed to a general level. The region is one that, at some time long past, has been worn down and has then been raised up once more as a plateau to receive afresh the untiring attack of wind and weather, streams and ice. The parts above 2000 feet give a different suggestion; they seem to have had to stand such attacks far longer, and the probabilities are that they stood out above the plateau before as well as after it was lifted up.

The deep cuts across the great mountain line of Carnarvonshire make the great passes relatively much easier than the less-worn passes in the plateau country farther E. and S.E. The deep cwms which add their black magic to the majesty of the rocky peaks may have been retouched into their present shape by glaciers of the last Ice Age. These have left their mark on many a rock in the form of scratches made by rough stones which they carried embedded in their green depths as they crunched their way downhill. The range tapers out S.W. into the peninsula of Lleyn, which warns us of its nature by its projecting masses of ancient (crystalline) rock like Yr Eifl and many more, right down to Bardsey, the isle of the saints, at the end of an old-world country of pleasant villages.

Carnarvonshire as a whole is marked off from its sister counties by its sole possession of the great range separated from the other Welsh hills by the Vales of Ffestiniog and Conway, though the Vale of Ffestiniog belongs to Merionethshire, and though the famed Glaslyn and Llugwy valleys form an additional cut that separates the graceful Moel Siabod from the main mountain-rank.

N.W. Merioneth suggests massive strength of thick layers of ancient grits sharply cut off seawards, so that there is a steep rise to the plateau of Harlech, and a few miles inland another steep rise, as most visitors learn through mounting the so-called Roman steps. This second steep leads to a rough land of moorland mountain with lakes that are often not quite either the dark pools of Snowdon's cwms or the long narrow lakes of the deep clefts of the Carnarvonshire range.

Geologists tell that W. Merioneth is a part of a dome of ancient (Cambrian) grits around which, in geological periods only a stage less remote, volcanic masses were upheaved in a sweeping curve from Towyn or Llwyngwril E. and N. to Carnarvonshire. The rough western grits are to some extent separated from the grits and lavas farther E. by the valley of the Eden and Mawddach along which runs the possibly ancient road from Dolgelley to Trawsfynydd and Tomen-y-mûr, claimed to be reminiscent of both Romans and Normans.

N.E. of that road is the broad mass of Rhobell Fawr, and beyond it to the N.E. stands the majestic Arenig. On the S. these mountains are cut off from the rest of the volcanic ring by the deep straight Bala cleft, a line of earth-smashing that stretches from the sea near Towyn up through the long narrow valley framing Lake Talyllyn, over the low shoulder of the Cross Foxes (p. 141), to the long and narrow Bala lake, which is nevertheless on a far bigger scale than the lakes of the mountains farther N.W. This great low line, one of the most striking features of Wales, has branches and subordinate lines among which may be mentioned the yellow sands of the Mawddach estuary contrasting with the purple heath of its mountain frame, a valley that has sunk to the level of the sea.

Over against Rhobell Fawr, Aran Mawddwy (2970 ft.; p. 137), the highest spot in Wales outside Carnarvonshire, rises sheer above the S. flank of the Bala cleft, but the continuity of the volcanic mountains S.W. is broken by the Cross Foxes pass which separates Aran from Cader Idris. Flanked on both sides by steep and narrow clefts, Cader towers above both the Talyllyn cleft and the Barmouth estuary with a sharpness that makes it a well-known exercise for climbers. Like those of the Carnarvonshire mountains, its summit ridge is worn almost to the very bone on both flanks, in which lie just beneath the summit the deep precipitous cwms with their lakes of mystery, Llyn-y-Cau on the S. and Llyn-y-Gader on the N.

Around the region of the majestically carved remnants of old mountains of Carnarvonshire and W. Merionethshire the country exchanges something of its awful inspiration for that of the free if ofttimes desolate moorland where no man is.

The Denbighshire moorland hills or Mynydd Hiraethog (p. 51) are typical of this next section of Wales which extends around E.

Merioneth, Montgomery, Radnor and N. Brecon into Cardiganshire. Its typical rocks are slates and grits, the former of which are but rarely perfect enough to be of commercial value. They do not let the rain soak in, and consequently the flatter parts of the moorland, so often bathed in cloud, are wet and boggy to walk upon, but robed in rich purples and browns that feast the eye. Here and there and everywhere the moorland is indented by the valleys of its streams. These valleys at times are fairly gentle and open, but often they are valleys of rivers which have sawn their way in from the edge of the plateau; and such valleys, like those running westwards in N. Cardiganshire, are deep-cut ravines between steep hillsides clothed, before the War of 1914-18, in oak and ash and thorn and birch. Frequently the scraping of the sides and the moulding of the valley head reminds us that the valley has been touched, or retouched, by glaciers, i.e. that there was a valley there long ago, before the last Ice Age, that the glaciers then used it as a channel and in so doing altered the details of its form, and that the rivers since the Ice Age have been engaged in 'getting their own back,' but cannot quite succeed in obliterating the monuments of the dethroned dynasty of ice.

Belonging to this plateau, in a sense, but rising well above it to a height of 2700 feet, are the Berwyns (p. 96), the high N.W. edge of the Montgomeryshire plateau standing out against the great smash of the Bala cleft which we have seen is a geological fault, that is, not so much a yawning open of the outer crust of the earth as a line along which that outer crust is full of small cracks, so that the two sides have moved against one another and formed a belt of crushed rocks easily worked out by rivers to form big valley lines. Some of the rocks of the Berwyns are what geologists call igneous rocks, that is, they have cooled into their present form from a molten state, just like those of Cader Idris, Aran Mawddwy, Rhobell Fawr, and Arenig.

The Denbighshire moorland ends eastward against the beautiful broad valley called by the Welsh Dyffryn Clwyd. The Red Sandstone rocks in the valley floor tell us that this was once, long ago, a gulf, but it has doubtless passed through several phases since that remote time. The moorlands of N. Montgomery have a general S.E. slope down from the main line of the Berwyns, and are seamed by the deep valleys of the Banwy, Vyrnwy, Tanat, and Ceiriog, while the Carno makes a boundary between these moorlands and those of Plynlimon belonging to S.W. Montgomery and N.E. Cardigan. Tanat, Vyrnwy, Banwy, and Carno are tributaries of the Severn, up the main valley of which the Cambrian main line winds its way from Oswestry to Caersws, there to turn off into the smaller Carno valley. At Talerddig the railway leaves the Severn basin, and the noise of the brakes on the train wheels reminds us that

we are going to speed down the steep gradient of the plateau's westward edge, alongside the torrents that feed the Dyfi river, to Llanbrynmair, Cemmes Road, and Machynlleth.

On the S. side of the Severn the Montgomeryshire plateau rises again, but the hills are deeply cut by streams. Beyond the London and North Western mid-Wales line the old shales (slates) and grits dip down under Red Sandstone, which forms the picturesque rough steep-sided masses of Radnor Forest and Epynt, separated by the babbling Wye from Newbridge down to Three Cocks.

The Plynlimon moorland rises to 2468 ft. at Pen Plynlimon Fawr, which is not so much a peak as the topmost shoulder of a broad moorland, perhaps the wildest bit of Wales. Like the mountains of N. Wales which rise above the 2000-foot level, Plynlimon has a fine deep cwm cut into its flank. The high moorland stretches far south from Plynlimon between Cardiganshire on the W. and Radnor and Brecon on the E. Its green hill pastures are varied by the purples and browns of heath and swamp, and the slopes are decked with the bright spring and autumn colours of great stretches of whortleberry. It is a country with a minimum of roads and habitations, within which the rare pine-marten is still occasionally seen, while the polecat, including a curious red or orange local variety, is fairly common. It is a haunt of the raven, and the kite occasionally flies across, but the falcon is no longer found, though it survives on Snowdon's crags. The Rheidol, Wye, Ystwyth, Elan, Teifi, and Towy and their feeders all make deep cuts into the moorland, the top of which, however, is more open and has numbers of pools beloved of trout fishermen.

Flanking the high moorland on the W. is a lower zone of hills and valleys called scientifically the coast-plateau. The tops of the hills may reach about 800 feet and are occasionally even higher, and the valleys are bigger and greener. Through it the rivers turn westwards to the sea, and the W. portions are often (Rheidol, Ystwyth, Aeron, Teifi) cut deep and sharp, giving picturesque effects very remarkable in the case of the Teifi from Llandyssul to Cardigan. The reason for this is that old streams of the western cliff edges have sawn their way back and tapped the rivers which formerly ran down the long general slope of the plateau from N. to S. The new route thus created took the water down to the sea more quickly than the old, and so the streams became more rapid and were able to saw their way in more deeply. Looking N. from Devil's Bridge (p. 145) we see the result of this. The main road northwards runs along the floor of what was once a fairly broad valley running S., but when the western cliff-stream tapped this valley the water reached the sea in 11 miles instead of 60, and sawed back the deep Rheidol gorge from the moorland edge eastward to Devil's Bridge and then northward in the floor

of the old valley to Pont Erwyd. The geologist will know that this process was worked out in part before and in part after the Ice Age, and will try to estimate the part played by the glaciers of that period in modifying the valleys. He will see their influence, especially in the W. part of the gorge well below Devil's Bridge. A tributary of the Rheidol found its sawing power took effect but slowly on some hard grits, and its valley is the famous narrow cleft over which the succession of bridges (p. 146) has been built. After passing this 90-foot cleft it is still far above the Rheidol, which it reaches in the well-known series of falls over grit steps so often visited by tourists who little guess the majesty of the scene during autumn floods with the mist half revealing the mantle of gold and russet that clothes the steep sides of the wooded gorge.

An interesting broad hollow in the coastal plateau farther south is Tregaron Bog, the very essence of desolation, with a delicate beauty that reaches its finest expression when in June the whole surface is a waving snow-field of fresh cotton-grass in bloom. The Welsh plateau we have now briefly surveyed is bounded on the E. and S. by a system of hills along the outer flanks of which are in many places workable coal measures.

East of Dyffryn Clwyd is the sharp rise to the Clwydian range with its topmost point at Moel Famman (1820 ft.; p. 52) at the top of a majestic slope. The E. flank is less sharp and grades down to the coalfield along the W. side of the Dee estuary. The coal is continued down to the Wrexham district, where it gives occupation to a population far larger than one suspects from the census-returns of the towns. Farther south the coal line bends eastward far into Salop, and here are masses of very ancient rock, both layers of sandstone, etc., like the hill country of the Longmynd, and masses of crystalline rock (cooled from a molten state), like that which forms the sharp majestic Breidden noticed by every visitor approaching Welshpool from the E. or the N.

The Severn escapes from Wales between the plateau of old rocks and the Breidden, and its broad-bottomed valley has many wet patches. The Breidden is separated from the Long Mountain next farther S. by a narrow line used by the Welshpool-Shrewsbury railway, but dangerous in the old days of war because the hills dominate it so closely. Between the Long Mountain and the Longmynd is the low and very wet Minsterley valley, while between the Longmynd and the Welsh plateau is the historic gap that leads from Montgomery to Ludlow past Bishop's Castle and Stokesay, all thronged with memories of the stirring events and the panorama of historic change along this old-time road from England into Wales. From this 'Road of the Castles' byways lead off to the S.W. up the valleys of the Welsh plateau to picturesque old-world villages and towns like Bleddfa and, especially, Clun.

All along the border from the Dee estuary down to the entry of the Wye into the Hereford plain the transition from the Welsh hills to the English lowland is marked by a line of market towns where dwell English-speaking tradesfolk with Welsh family names, living in houses built of black oak beams with lath and plaster filling, and worshipping in churches often built of the beautiful if not very satisfactory red sandstone—Chester with its cathedral and its famous rows, Wrexham transformed by coal but still proud of its magnificent church tower, Ruabon with Offa's Dyke still plainly to be seen, Oswestry in the shelter of its ruined castle, Shrewsbury almost metropolitan in character and a great railway junction, Craven Arms with its modern development of stock auctions and races added to its memories of the olden time clustering round Stokesay, Ludlow of old the capital of the Welsh Marches, and Leominster whence came the wool for the historic woolsack.

South of the Wye gap the border between Wales and the Hereford plain is made by the fine bold range of the Black Mountains (p. 188). This great ridge with its topmost shoulder (2660 ft.) runs N.E. to S.W., and from it runs S.E. a whole series of long deep valleys. S.W. of the Black Mountains and, farther W., S. of the Cardiganshire plateaux we reach a different country, the high line that forms the N. boundary of the S. Wales coalfields from Monmouthshire to Pembrokeshire, a line of hills which by their E. and W. direction stand out in contrast to the N.E. and S.W. ridges of the plateau farther N.

The Brecon Beacons (p. 197) rising to 2907 ft. are mainly Old Red Sandstone with steep scarped edges carved by deep valleys northwards, and a more gradual and general slope to the coal country southwards. Farther W., in the Carmarthen Van and the Mynydd Preseli, this line of hills shows older and older rocks, but its elevation is steadily reduced. At the end, St. David's Head fronts the tide races of the Atlantic among the islets and shoals that once continued the land farther out, and its rocks are either the oldest, as old as those of Anglesey, or crystalline rocks of unusual beauty.

The S. Wales coalfield is a basin in the geological sense, but in Glamorgan and Monmouth the thick hard grit bands have withstood the attacks of time so effectually that they stand out as high land seamed by a long series of deep southward running valleys, including the Ebbw, Sirhowy, Rhymney, Taff, and Rhondda, all famed for their coal and, alas, their slums. The edge of the coal basin is marked by limestone along the E., and, outside the curve, the Usk runs parallel to it down to Newport where the Ebbw meets it and gives a gradient down which the coal can be brought. The S. edge of the coalfield basin can be traced on the lowland by the geologist, and the tourist may note that it runs not far from the

Great Western line from Newport to Llanelly. The coalfield narrows westward and forms only a small belt in Pembrokeshire.

Between the Carmarthen Van and the plateau to the north lies the rich Vale of Towy (Ystrad Towi) which makes its way through a gap in the hill-line to the sea at the ancient town of Carmarthen.

Pembrokeshire south of the Preseli is a variegated plain open to the sea, rich in bays and sunken valleys, the sunniest spot in Wales for all its exposure to blustering sou'westers. Parallel with S. Pembrokeshire and farther east are the Gower Peninsula and the south of Glamorganshire, currently known as the 'Vale' though it is an undulating plain ending seawards in a cliff-edge cut into by little valleys. These three southern regions of Wales very early lost their Welsh tradition, they have received Norse, Norman, Irish, Flemish, and doubtless other immigrants, and English, probably at first a 'lingua franca' between the diverse peoples, has become the general language. In Pembrokeshire the language boundary is parallel to the hills a little way beyond their southern slope; in Glamorganshire its relations are more complicated, but there is very little Welsh left in the 'Vale.' The presence of newer rocks in these southern projections of Wales gives special characters to their soils, and makes them, and more especially the 'Vale' of Glamorgan, a land of comparatively high farming, contrasting very markedly with the inevitably poorer farming on the plateau of Wales. The S. edge of the coalfield and the boundary of these southern projections is a line of Norman castles and was, to some extent at least, a line of a Roman road centuries before; it is a line of English (Anglo-Norman) penetration as well as of maritime connections which have shown a continuity in diversity that makes them a very interesting study from the Bronze Age down to the metallurgical industries of Swansea, Port Talbot, and Newport, through phases of piracy, pilgrim cohorts, Irish trade, fishing and coastwise shipping, maritime adventure, and industrial transport.

The coasts of Wales give us evidence nearly everywhere that the last movement has been a sinking of the land which characterised some period of prehistoric time. It is this movement which has given the Welsh coasts many of their features, and earlier movements in the reverse direction may be left to specialists for study. The submerged lower ends of valleys forming estuaries like the Conway, Traeth Mawr, Traeth Bach before the embankment was made near Portmadoc, the Mawddach and Dyfi estuaries, the Teifi entry, Milford Haven, and the Towy entry, all tell the same tale, and N. Pembrokeshire shows many more sunken valleys up which the tide tries to find its way inland. The whole coast abounds in stories of lost cities and sunken lands, some at least of which have a foundation of fact.

The glaciers which spread down from Scotland over the Irish Sea pressed into N.W. Cheshire and against the N. Welsh coast, and also came over Anglesey into Cardigan Bay. Around the coast they dropped their load of stones and mud, and especially in Cardigan Bay seem to have given rise to the lowland known to legend as Cantref-y-Gwaelod (p. 140). As the sea has eaten this lowland and its stones and mud have consolidated and settled down, the stones have been heaped up by the waves along the coastal beaches which thus have material from Scotland and the north, including a supply of flint which seems to have been much prized by the early peoples of Wales who had no flint within their hill-country.

Here and there, as in Carnarvon Bay, at Laugharne, and between the mouths of the Neath and the Ogmore, the sea has accumulated more than it has destroyed, and there are sandbanks and sandhills which for example have increasingly impeded the maritime approach to Carnarvon and have buried the old town of Kenfig. Submerged forests can be traced on the Leasowe shore in Cheshire, at Borth in Cardiganshire, on the Pembrokeshire coast, and elsewhere. They are the forests of the old lowland. As the sea has come in, pushing the pebble beaches on in front of its waves, these pebble beaches at times, as at Borth and Towyn, have hindered the drainage of the coastal plain and turned its streams northward (away from the sou'westers). The coastal plain behind Borth has thereby been converted into the great bog Cors Fochno, while the whole lower Dyfi is a region of wet boggy clay, at times not less than 150 feet thick. The islets around the coasts of Anglesey, Carnarvon, and Pembroke are mostly separated fragments of the mainland, and in the shallow channels between them and the mainland the tides run races, which in the Sounds of Bardsey and Ramsey are so swift and rough as to be dangerous to navigation. Some miles out in Cardigan Bay opposite Borth is a shallow water area with 'Patches' uncovered at very low tide, and another remnant of the lost lowland is a series of 'sarns' or causeys standing out from the coast. For the most part they have great boulders which have probably not been much shifted by the sea, so they may be remnants of the old lowland against which the tides have subsequently accumulated pebbles and other detritus, but he would be a bold man who would definitely rule out the possibility of human work having contributed something to the form of these 'sarns' in the days when the lowland was still inhabited.

Prehistoric Wales and the Welsh People.

The beginnings of the human story of Wales are even more of a mystery than similar beginnings in many other lands, because finds are few and often raise as many problems as they solve.

A generation ago, when it was believed that all stone knives or axes belonged to the ages before metal came into use, conclusions were sometimes over-hastily drawn as to Wales in the Stone Age, but now we realise that metal must have been scarce and precious in prehistoric times in many parts of such a land as Wales, and that even flint was obtainable only by trade from England or by collection on the Welsh beaches.

In the Ice Age the Welsh plateau must at times have been almost all under ice, but the future may reveal traces of mankind from the age of retreat of the glaciers in the S. of Wales. So far we know only of caves such as that at Paviland (p. 218) in Gower, in which the remains of a male skeleton long known as the 'Lady of Paviland' were found. A somewhat lesser age has been claimed for remains from caves in the limestone district of N.E. Wales.

Shell heaps of unknown age have been described from Merionethshire, and there is some suggestion that, like the kitchen middens of the Iberian peninsula, etc., they may belong to the days when the ice was finally withdrawing, but this again is quite problematic.

At Aberystwyth, in Pembrokeshire, and elsewhere flint chipping-floors have been found, and it has often been noticed that the workmanship on the small flint implements is like that found among implements from French stations belonging to the Tardenoisian period following the retreat of the ice. But it would be very dangerous to argue as to the age of flint work merely from resemblances of style. Flints may have remained in widespread use till quite late prehistoric times considering the remoteness of Wales.

As the ice sheets and glaciers finally retreated from temperate Europe, a sinking of the land let the mildening waters into the shallow seas around the British Isles, and the new climate of rainy westerlies spread forests over the lower hill slopes of our islands and the adjacent parts of Europe. The valleys, still keeping many accumulations of glacial mud and boulders, were very wet and swampy, so the men of those days, still without metal tools, were forced to keep to the gorse and bracken heaths, the chalk and other grassy downs, and the coastal strips where the salt winds kept down the tree growth. Large numbers of flint weapons have been found in England, especially on the chalk lands, which are provisionally assigned to this period; they show advances in the art of tool-making. Wales was poor in flints, but, either during the period under discussion or later, the art of grinding stone was introduced and many beautiful tools were made out of blocks of the hard rocks of N.W. Wales and W. Pembrokeshire. Some of these, however, cannot but suggest stone imitations of bronze tools, and the suggestion is reinforced because we find that some of these weapons, found for example in N. Cardiganshire, were made of

stone from St. David's Head, which, as we shall see in a moment, was probably a coastal station of sea-traders of the Bronze Age.

In the latter part of the third millennium before Christ there seem to have been considerable movements of peoples in Europe. N. of the Alps people with broad heads and stalwart frames seem to have moved W. along the S. part of the German plain to Bohemia and the Eastern Alps and Bosnia on the one hand, and to Denmark and the Low Countries on the other, still moving along lines fairly free from forest, showing that they had as yet no adequate means of tackling such country. From the E. shores of the North Sea, which may have been smaller than now, they reached East Britain, and are traced on our coast by their round barrows and their pottery, including especially drinking vessels now usually called 'beakers.' Beakers are few and far between in Wales, but traces of the 'beaker' people with big frames, strong rough brows, broad heads, and usually rather light colouring are strong along the Bala cleft (p. xiii), and it is noteworthy that at many junctures in the development of Welsh life this area has stood apart from the rest of Wales.

Probably about the same time the art of making great stone monuments was spreading with a coastwise trade and some movements of peoples around the W. Mediterranean and up the W. coasts of Europe to W. Britain and Ireland as well as to the South Baltic. The distribution of the great stone monuments suggests that the builders were interested in trade in copper, tin, gold, and amber at least, and makes it almost certain that long distance sea trade in the west is far older than the Phoenicians. The prehistoric stone monuments of Wales include several types: the Menhir or standing stone, the Dolmen, sometimes less correctly called the Cromlech, consisting of an immense cap stone (sometimes two) resting on a few vertical supports, the Alignment, or row of standing stones, and the Circle of standing stones. They are found especially in Anglesey, and in N. and W. Pembroke, places likely to have been used by traders en route for Ireland, then the land of gold and copper. W. Merioneth has a number of these monuments and so has W. Cardiganshire, while a notable few are situated near the S. Wales coast. A few are scattered elsewhere, and the stone circles are less localised on the whole than the others. It has recently been found that among the population of districts near the great stone monuments there is a distinctive element of dark, broad-headed, usually strong-shouldered men with a habit of seafaring and adventure, and that this is true of several parts of Europe as well as of the British Isles including Wales.

With these builders of stone monuments and the 'beaker' people we seem to touch tradition for the first time. A folk-tale of St. David's tells of a native boy (let us imagine one of the 'little dark

Welshmen' with a long head and a slim build) venturing on to St. David's Head and finding the secret lair of traders from the sea who had balls of gold. The story of the kings of Britain told, some say invented, by Geoffrey of Monmouth recounts early conflicts which at least conceivably might have been the conflicts between the 'beaker' people and the aboriginal long-heads perhaps helped or led by the dark broad-headed traders of the west.

Until the later phases of the Bronze Age, that is until bronze had spread far and wide, people still kept largely to the uplands, though they had long since begun to use the streams with their boats, as the distribution of finds of their tools shows us.

Let us try to picture the Welsh life of those days. The people live on the moorlands and have a struggle to get stone weapons for daily use; they doubtless move with the seasons from pasture to pasture, and are accustomed to tell those seasons from the perennial view of the valley woodlands below their homes (the old hut circles, often called Cytiau'r Gwyddelod, may be imaginatively allowed to represent their homes; see p. 29). In mid-May the woodland is bright in new living green and its upper edge is marked by a foaming crown of thorns and gorse in bloom. In mid-November the thorn leaves are red and yellow, and the woodland is ablaze with autumn tints. These two periods are marked in the traditional calendar as May Day and All Souls, though the meaning is not quite clear until we undo in imagination the eleven days change that was made in the eighteenth century. Mid-November is still thought of as the old 'Year's End' in the Welsh hills, and everyone knows that the small boys' habit of burning Guy Fawkes is really a survival of the 'burning of the old year' as the custom is still called in the Channel Islands. In West Wales, again, as in N. Lancashire, Scotland, etc., houses are often still rented from mid-November and mid-May. Probably these festivals were signs of movement up to the higher pastures in May and down to the less chilly ones in November, and seasonal migration of this kind is still a feature of life in parts of the Balkan peninsula and the Alps. On the moorland hills are ridgeway roads which may well have been used in the olden time, and the pedestrian tourist will find their exploration an exhilarating pastime. The cattle may well have been of the breeds still in use, but it is generally supposed that the sheep were different. Whether much cultivation was done it is hard to say, but, if the folk-tales are any guide, the moorland people knew the secrets of the dairy and practised herbal medicine, the tradition of which, one tale says, was handed down to the physicians of Myddfai, of fairy descent, and so brought down to historic times. It is a tradition still by no means extinct. To the old moorland folk the forest was the abode of wolf and wild boar and wild cat, pine-martens, polecats, and eagles galore, a place of

darkness and danger into which they occasionally penetrated, we may suppose, in bands heading down steep tracks, at times still preserved as hollow or deep-cut ways, to the streams, beating tom-toms and shouting to scare the wild beasts, though one cannot but figure them also hunting the pig by stealth, for their food supply must have been an anxious matter. The folk-tales let us into a secret tragedy, the high death-rate of infants and of women in childbirth.

In a late phase of the Bronze Age men with better hardened weapons and typically leaf-shaped swords seem to have spread from the Continent to S.E. Britain and westward into Wales, or N. Wales at least. Some students see in these invaders the earlier wave of Celtic-speaking peoples, the men of Goidelic speech, the language which has developed into Erse (Ireland), Gaelic (the Scottish Highlands), and Manx, but others seem to fancy the 'beaker' people were responsible for the introduction of Celtic, and it may be difficult to get beyond conjecture here. At any rate, Goidelic speech has disappeared from Wales, although, as we shall see below, there is reason to think it may have been reintroduced from Ireland in later Roman or post-Roman times to the coastal districts of N.W. and S.W. Wales.

Some time before the Romans there came upon the scene the men of the iron sword, able to tame the forest and to settle in its clearings to an extent previously undreamt of. Scattered over S.E. Britain are remains and finds pointing to their occupation of its lower hillsides, and to their probable inauguration of better cultivation and perhaps village settlement, as well as undoubtedly to the making of roads used later as byways by the Romans. In several of the remoter districts, and notably in Northumbria and in Montgomeryshire and Cardiganshire, these people seem to be traceable by their earthworks gathered round some of the lower hill shoulders overlooking the woodland. The earthwork is shaped to suit the shape of the hill, i.e. is what is called a 'contour camp,' and the argument for assigning such Welsh camps to the Iron Age is strong but not conclusive. From these camps the chieftains and their followers supervised the district, made clearings and developed farming, but all the while lived in awe of the other older civilization still lingering on the moorland. The invaders were strong in a military sense and were able to make homes in the valleys, but they lacked women and slaves, and their stock of domestic animals needed replenishing. The folk-tales of Wales give us vivid pictures of the relations between the two civilizations. The valley folk try to marry fairy, *i.e.* moorland, women, who, however, must not come into contact with iron and must observe taboos, which in their new life they nearly always break with tragic results. Not only do they want women, the valley folk must have labourers,

and the fairy wife knows their little ways and can manage them. Moreover, she knows the secrets of the dairy, so intimately related to little details of local climate and pasture; she knows the simples of the district and can minister to the sick; she is a valuable asset and a source of prosperity, and perhaps an intermediary in occasional more peaceable exchanges of cattle and sheep for corn and textiles with the moorland folk. The valley folk, then, raided for women, slaves, and cattle. The moorland people raided for babies, and, one guesses, for corn and implements. One story tells of a fairy strike in a S. Wales valley against the introduction of the plough, another of the inveigling of a valley girl to the moorland to tend a fairy wife in childbirth, and many tell of disappearances of the fairies so easily to be understood by those who have felt the fascination of the eerie moorlands. In fact, the thought of these two civilizations, one belonging to the old moorland people probably under leaders derived from immigrants of the early Bronze Age, the other belonging to the people who spread up the valleys making clearings in the forest, helps us to understand the local folk-tales of Wales and to see their very unusual value. In the Mabinogion we have more sophisticated traditions, but some details are undoubtedly old and tell us of intercourse with Ireland; of days when the pig was just being domesticated, and so on. It is noteworthy that the places named in the simpler old folk-tales nearly all cluster around the smaller moorlands, especially in the fastnesses of the N.W.

Linguists seem to think that the men of the Iron Age brought the second or Brythonic wave of Celtic speech to these islands. From this speech-wave have developed Welsh and Cornish and, by an immigration of the post-Roman period, Breton.

The reverence for ancient stone monuments, which so worried Christian missionaries in Spain and France, made the Celtic churchmen work by transmutation of pre-Christian into Christian sanctities, and many are the instances of this in Brittany and Ireland. In Wales a few can be traced, and a notable one is that of a stone circle which has become the churchyard with the church of St. John at its centre at a place called Yspytty Cynfyn (p. 145), i.e. the Hospitium of Cynfyn, in the days of the Monk's Bridge (at Devil's Bridge) and of the pilgrimages to the Cistercian abbey of Ystrad Fflur (Strata Florida). The probability then is that later Welsh life owes debts in both blood and social inheritance to the tall fair and rather long-headed Iron Age man, the traders and others who came in the Bronze Age, and also to the dark long-heads of earlier movements. Among these last, be it said in passing, can be found, in remote corners like the wild Plynlimon moorland, men whose heads are reminiscent of some of the skulls thought to belong to the remote Aurignacian period when the European ice sheet had passed its last maximum and was on the wane.

The Welshman or Celt is thus not of one type but of many, and nearly all, and especially the more aboriginal ones, abound also in England to-day. But the proportions of the various types differ considerably in different parts of both countries, and so give interesting clues to the student of early history.

Near the coast in Anglesey, Carnarvon, Merioneth, and Pembroke at least, and some way in from the coast in Carmarthenshire (Carn Goch), are fortresses of rough stone without mortar, that on Yr Fifl being practically a city with its gateway and steps, its ramparts and its groups of dwellings. It has been thought that there was a sea trade in W. Europe in Iron Age times, and the few finds on these remarkable sites seem to connect the fortresses with this trade, though some surmise that they are older.

The relation of the Romans to Wales is a subject that raises many problems, and for the present it will be best to be content with a few remarks supplemented by the indications here and there in the text of this guide. Very little more than military penetration seems to have occurred W. of the line from Chester to Caerleon in Monmouthshire, but there are numerous Roman sites indicating a penetration westward on the S. as far at any rate as Carmarthen, and the using of the gold mines of Dolaucothi in the N. of Carmarthenshire. The Romans can be traced up into Cardiganshire past Luentium (p. 225), but in the far N. of that shire, so strongly held by the Iron Age men, if we may make inferences from the camps (see above), evidence of their presence is problematic. Besides leaving traces in Brecon and Radnor, the Romans occupied Caersws (p. 133), and tradition has it that they came thence to Pennal near Machynlleth, while they had a small outpost on the wild Eisteddfa Gurig pass just south of Plynlimon. In the N. they certainly penetrated from Chester to Carnarvon (Segontium), where their site is now being investigated. They are claimed to have spread thence S. into Merionethshire at least, while towards the Welsh-English border the traces of them are abundant, and special mention should be made of valuable finds at Holt.

There is little doubt that Latin quite early exercised a considerable influence on the Welsh language, but the degree of the relationship between the Romans and Welsh life is still a matter of much doubt. With the weakening of Roman power the Welsh coast seems to have suffered from raiders from the Irish Sea, perhaps from Ireland; but more important than these are the 'Saints' who preached Christianity, spreading from Ireland, and especially from the sacred places of the Wicklow Hills, to St. David's, which thus became the sacred city of Wales as well as one of the chief centres of that country's prehistoric memories. At Llanilltyd Fawr (now Llantwit) in S. Glamorgan they had a seat of learning whence missionaries spread far and wide, as we read in the lives of the

saints. The dedication of churches to these local apostles is highly characteristic of Celtic lands, and many are the venerated names of Wales of which the Roman calendar knows nothing. It is legitimate to think that during the wild times following the Roman retreat Welsh hillmen took their part in sacking Roman sites of the border country, and that the old seasonal movements up hill to the 'Hafod' or summer pasture, in May, and down hill to the 'Hendre' or permanent settlement in the valley, in or before November, still went on. Place-names galore seem to indicate this. Much might be said of conjectures as to invasions and organizations belonging to the days between the Romans and the Normans, but with this we touch the fringe of written history and so pass beyond the scope of this article.

There are many indications that not only in Pembrokeshire, Gower, and S. Glamorgan, which have lost their Welsh, but also in Cardiganshire, Lleyn, and Anglesey at least there has been settlement from the sea, settlement of Norsemen and Norse-Irishmen who have in these cases become as Welsh as their surroundings. There are traces also of the Flemings and of Huguenot refugees and others, but to disentangle all this would be a task for a learned treatise rather than a popular article. Enough has been said to show that journalists who speak of a Celtic 'race' are very far out as regards Wales. The Welsh people are of many distinct breeds and origins with distinctive characteristics which enable each to contribute its distinctive gifts to the enrichment of the common life. The country has been on the whole a preserver of old modes of thought and speech, and thence helps us to understand many features of the far-off past of Britain.

The note on which we would then close is that the Welsh hills and remote valleys naturally preserve old treasures of thought and fancy, cherish an old language, and tell old folk-tales. Just as naturally they have been weak in political organization through difficulty of intercommunication, they have never had and are not likely to have an effective capital city, their law has disappeared for lack of an administrative centre, and their independence for lack of power of coherence. Their nationalism is thus turned towards spiritual rather than purely political ends, and in this connection claims the special respect and sympathy of the other inhabitants of Britain.

THE HISTORY AND SOCIAL SYSTEM OF WALES

By Professor T. Gwynn Jones

HISTORY OF WALES

THE history of Wales during the Roman period is a part of the history of Britain, but it may be serviceable to point out that the population, which could not have been very large, was made up of Iberians, Goidels, and Brythons. The Romans added another element, and the coming of the Anglo-Saxons in the 5th century, and of the Black Races in the 9th, still further complicated the racial mixture. The fight against the Anglo-Saxons and the Danes has a more distinctively Welsh aspect, for there was a westward movement of the Brythonic elements from the rest of the island. Gradually what was culturally the Brythonic tract came to be the western side of the island, extending from Cornwall up to Strath Clyde, with an uneven eastern line.

The great figure of the fight against the Anglo-Saxons is ARTHUR, whose name is associated with places in Cornwall, Wales, and Scotland. There was probably a Brythonic leader named Arthur, with whose legend tales of an old Keltic god became fused. This fusion was the basis of the Arthurian legend, which afterwards spread all over Europe.

There was a long struggle in the Severn valley, where Cunedda, supposed to have come from the North, put up a kingdom noted for some of its cultural aspects. The name of Llywarch Hên, a bard, is associated with this district, and Pengwern (modern Shrewsbury) was an important centre. The Brythonic line was ultimately pierced at Deorham (577) and Chester (613). Thus Wales, more or less as we know it, was segregated from the North and South. Those parts remained Keltic-speaking for centuries, Cornwall to some extent down to the 17th century, if not later, and portions of the north down to the 14th, perhaps. The inhabitants of the tract known to us as 'Wales' began to call themselves 'Kymry,' a name which means "fellow-countrymen."

The chief rulers down to the coming of the Normans were MAELGWN GWYNEDD (d. 547), Cynan, king of Powis, Cadwallon, Cadwaladr, Hywel Dda, and Gruffydd ap Llewelyn (or Llywelyn), who fell by treason in 1063. Maelgwn Gwynedd ruled over Gwynedd, Ceredigion, Dyfed, and Morgannwg, and his court at Deganwy, according to Gildas (comp. p. 23), was pagan in character. There

are traditions of struggles between him and the missionary monks who Christianized the Brythons. He is said to have stolen the oxen of St. Tydecho. Next morning he was astonished to see a couple of wolves harnessed to a harrow tilling the saint's land. He sat down on a rock to look at them and failed to get up until he had restored the saint's oxen and given him many privileges. Cadwallon and Edwin, son of Ethelfrith, were brought up together at the court of Cadvan the Brython, Edwin's mother having been driven away by her husband. Sent together to Brittany to be trained, they remained fast friends. When their fathers died Edwin also aspired to wear a crown, and Cadwallon one day discovered one of his men weeping because of the abandonment of Brythonic supremacy. War followed between the two friends and Cadwallon won. Cadwaladr is said to have abdicated and gone to Rome, where he died in 664, and tradition said that a descendant of his would yet wear the crown of Britain. Hywel Dda, who died in 950, codified the Welsh laws, and was a wise ruler. The Welsh princes were quarrelling for supremacy when the Normans came in 1066.

About 1081 Gruffydd ap Cynan, a prince of the house of Gwynedd, born in Ireland whither his father had fled, came over to claim his patrimony, and Rhys ap Tewdwr came from exile in Brittany to claim Deheubarth. Rhys soon fell, his son Gruffydd following him. A long struggle with the Norman barons commenced in north and south. In the north, Gruffydd ap Cynan fought against Hugh Lupus of Chester, Robert of Rhuddlan, and Roger of Shrewsbury. The history of the struggle reads almost like a romance. Invited one day to hunt with a chieftain of Edeirnion, Gruffydd was betrayed to his enemies. For years he languished in prison at Chester. One evening Cynfrig Hir saw him in irons in the city, mocked at by his enemies, and somehow managed to carry him away. The campaign that followed made Gruffydd master of Gwynedd. Gruffydd ap Rhys had to meet the forces of Bernard in Brecon and of Fitz Hamon in Glamorgan, while Norman castles sprang up at Coyty, Llanbleddian, Glyn Nedd, Cydweli (Kidwelly), Nanhyver, Pembroke, and Rhyd y Gors. William Rufus made fruitless expeditions to Wales in 1095 and 1097, and when he died in 1100 Wales was still fighting against the Norman barons. The Normans, in the south especially, were forming matrimonial alliances with the Welsh princely families, and some of the Kymric-Norman lords had dreams of independence. Robert of Belesme, son of Roger of Shrewsbury, wished to found a western kingdom, with Shrewsbury as capital and with Welsh princes and Norman barons as his vassals, a purpose frustrated by the accession of Henry I. On this occasion Henry planted his Flemish colony in Dyfed, where their descendants still remain. During this period

Owain ap Cadwgan, of Powis, a tempestuous character, became the leader of an intensely national movement, which ended, however, with Owain's submission to Henry and his own death in fighting that monarch's battle against his own people. In 1137 Gruffydd ap Cynan and Gruffydd ap Rhys died, the first having liberated Gwynedd and the second having stemmed the Norman tide in the south.

Owain Gwynedd, the second son of Gruffydd ap Cynan, obtained supremacy in the north, and Rhys ap Gruffydd followed his father, Gryffydd ap Rhys, in the south. They pursued a common policy, and Owain mercilessly harried the English borderland. In 1166 Henry II made a powerful expedition to Wales, penetrating as far as Corwen. He was met by the joint forces of Owain and Rhys, together with Owain Cyfeiliog of Powis and other chieftains, and was thrown back in disorder and with loss. The old principality of Powis is roughly a triangular tract, with the base towards England, and undefended. This is probably the reason why the Powis princes were ever uncertain in their alliances. On this occasion Owain Cyfeiliog, who was a poet of no mean order, had loyally stood by his fellow-countrymen, but, in spite of this, Owain Gwynedd and Rhys ap Gruffydd saw fit to divide Powis between them after getting rid of Henry.

At the death of Owain Gwynedd there were struggles between his sons. The eldest, Hywel, a fine poet, was killed by his brother Dafydd, who then took Gwynedd. Madog (Madoc), another son, was afterwards fabled to have sailed across the Atlantic and discovered America (comp. p. 73). The truth seems to be that he was killed at home or was lost at sea near Bardsey Isle. In the south Norman power and influence continued to grow, and during Richard I's absence in Palestine internal dissension and strife reigned in Wales. In 1194 Llewelyn ap Iorwerth, known as 'Llewelyn the Great,' came into possession of Gwynedd. He married Joan, a natural daughter of King John, and sided with the barons in the struggle for the Great Charter, obtaining many concessions. He died in 1240 after a successful reign. Rhys ap Gruffydd made a last desperate effort for independence in the south, and before his death in 1196 had reduced many of the Norman castles.

The next great figure in the north was Llewelyn ap Gruffydd (d. 1282), grandson of Llewelyn the Great. When he came into power Wales was pressed on all sides, especially in the south. In a series of brilliant campaigns he cleared the enemy from his own territories, throwing back Henry III from Conway. By 1267 he was recognized by Henry, in a peace made at Shrewsbury, as Prince of all Wales, save only Deheubarth, where the house of Tewdwr still fought on. When Edward I came to the English throne he

broke his father's treaty with Llewelyn on a paltry pretext, and captured the Welsh prince's bride, Ellen, daughter of his own enemy, Simon de Montfort, as she was sailing from France to be married. To liberate her Llewelyn finally submitted to humiliating terms, reducing him to a mere Lord of Eryri. The young princess died soon afterwards.

The Welsh found the yoke of Edward intolerable. They approached Llewelyn, now nursing his sorrow in his own lordship, and his brother Dafydd, who, having been sent young to the English court as a hostage, was now holding the barony of Denbigh from Edward. The two brothers were reconciled and took an oath to fight to the bitter end, an oath which they both kept with admirable devotion. The campaign started on Palm Sunday, 1281. The Archbishop of Canterbury, "for love of Wales," in his own words, went all the way to that country, "without the king's knowledge," to threaten Llewelyn with the whole physical power of England, supplemented by the whole spiritual power of Rome. Llewelyn refused to listen. A bribe was then offered him—an English county instead of Snowdonia, and a pension of £1000 a year. This was refused with scorn. "Even Englishmen and foreigners were touched with pity and admiration," says Matthew Paris, a chronicler in English pay. Prince Dafydd with equal firmness refused a pardon offered him conditionally upon his joining the Crusade. Both brothers were then excommunicated.

Edward sent an army to Conway and a fleet to Anglesey. A host sent over the Menai Straits to Carnarvonshire was wiped out. Llewelyn was in the south, negotiating with the southern chieftains. One evening he went into a wood near Builth, leaving his bodyguard of 18 Carnarvonshire men to guard a bridge, Pont Orewyn. They were surprised and killed to a man, after a bitter fight, and Llewelyn, found unarmed, was murdered by Adam de Francton. His head was sent to London and fixed above the gate of the Tower. Dafydd was soon betrayed in Eryri, caught, drawn, and quartered, Winchester and York cities quarrelling for his right shoulder.

Edward remained in Wales for about three years to settle affairs, issuing the 'Statute of Rhuddlan,' which converted North Wales, with the exception of the lordship of Denbigh, into shire ground, and building castles at Conway, Harlech, Carnarvon, and elsewhere (comp. p. 60). He was probably afraid to interfere with the Norman lordships in the south, where Cardigan and Carmarthen only had been made shire ground. It is contended by his apologists that his laws were on the whole just. Those who had to submit to them thought otherwise. The tradition that he caused the massacre of a large number of bards seems to be unfounded, but his repressive enactments against them as a class were certainly severe. There is a story, which seems to be a joke, that he promised the Welsh

chieftains a prince born in Wales and unable to speak English, afterwards sending his queen to Carnarvon for the birth of Edward II.

Rebellions naturally followed. Rhys ap Maredudd, a northern chieftain, rose in 1286; Maelgwn Vychan in north-west Wales, Morgan in Glamorgan, and Madog ap Llewelyn in Gwynedd, in 1294. Llewelyn Bren revolted in Glamorgan in 1315, and Sir Gruffydd Llwyd, said to have been knighted for carrying to Edward at Rhuddlan the news of the birth of his son at Carnarvon, raised a rebellion in 1322. Ivain de Galles, mentioned in Froissart's Chronicles, known in Wales as Owain Lawgoch, was the grandson of Rhodri, brother to Llewelyn ap Gruffydd. He seems to have advanced in France his right to the principality and to have been promised French support. Froissart's story that he was treacherously murdered in 1378 by emissaries of the English king formerly denied by English writers, has been substantiated by the discovery of the murderers' instructions and a record of payments made to them.

During a generation many Welshmen went to France and fought against England, but large numbers also entered the English army, and comparative peace reigned in Wales. The rapacity of the king's officials, however, at home was so galling that, in 1400, a rebellion broke out under Owain ap Gruffydd Vychan, better known as Owain Glyn Dwr, or Owain Glendower (1359–1416?). Owain, descended from the royal houses of Wales, had been a squire to Richard II and had seen much fighting. The quarrel started after the disappearance of Richard, and was mainly due to the action of a Lord Grey of Ruthin, who attacked Owain and took possession of land belonging to him. Henry IV refused redress, calling Owain and his people "barefooted." Tudor Trevor, Bishop of St. Asaph, in vain tried to persuade the king to avoid rupture with Owain. War followed, and for nearly 14 years Owain was master of Wales and the borders. He was declared Prince of Wales and held parliaments at Machynlleth, Dolgelley, and Harlech. He sought to make alliances with the Scots and the Irish; concluded a treaty with the King of France and obtained French support; made a bid for ecclesiastical countenance by declaring for the Pope of Avignon; and had a statesmanlike policy, demanding the freedom of the Welsh church and the setting up of two universities. He formed an alliance with the Duke of Northumberland and his son, Hotspur, but, whilst Owain was yet engaged in Carmarthenshire, Hotspur, coming from the north, was met by the king's forces near Shrewsbury and slain. If Owain had been present with his army of ten thousand British history would have been different. Later Owain concluded with Northumberland and Edmund Mortimer, now his own son-in-law, what is known as the 'Tripartite Indenture,' dividing England and Wales among the three. He was undoubtedly a

great soldier, and was well and faithfully served by able captains and agents. The king made at least five futile expeditions against him, and the border counties paid him tribute. The bards served him well: when a comet appeared in 1402 they prophesied his success, saying that he was the deliverer foretold by the magician Merlin in the time of Arthur. Tudor Trevor, Bishop of St. Asaph, although he had been against Owain, finally went over to him and died as his emissary in France. Men flocked to him from all parts of Wales, from the English universities, and elsewhere. Extraordinary devotion to him was shown. When the king's forces were in Cardiganshire an old gentleman offered to conduct them to a place where they might capture Owain. They went. Having led them into a trap the old gentleman avowed that he was a partisan of Owain, with two sons serving as his captains. He then bared his neck and paid the penalty without flinching. On one occasion two strangers arrived and were hospitably treated at the castle of Sir Lawrence Berkrolles, a Glamorgan knight who had offered his tenants a great reward for the capture of Owain. In conversation Owain was mentioned and Berkrolles expressed great desire to be able to capture him. In leaving, one of the strangers, extending his hand to his host, said "Owain Glyn Dwr thanks Sir Lawrence Berkrolles for his hospitality and kindness, and gives his word that it will never enter his mind to avenge the intentions of Sir Lawrence towards him." Tradition says that Sir Lawrence lost his speech from that moment, which probably means that he respected silently another brave man.

But worn out and bled almost to death, Wales could no longer bear the strain; Owain disappeared about 1415, and was no more heard of. Henry V, in 1413 and afterwards in 1415, somewhat generously offered his old adversary a pardon, but Owain never responded, in spite of the fact that the latter offer was conveyed through his son Maredydd ap Owain. So passed into silence a remarkable figure.

Severe repressive laws followed, heaping almost every imaginable disability upon Welshmen. The period between the disappearance of Owain and the accession of the Tudors was a lawless one in Wales, though not more so than in England, and the old idea, preached by the bards, of the reversion of the Crown of England to a descendant of Cadwaladr, was still alive. The houses of York and Lancaster had Welsh claims, and the bards at the beginning of the struggle were divided in their support. They, however, soon went over to the Lancastrian side, and it is clear that Henry Richmond was well and faithfully served by them. Hundreds of vaticinatory poems were written to support his claims—that is, the bards were used in Wales much as the modern newspaper press is used to produce necessary atmosphere. It is certain that definite promises had

been made to secure Welsh support. Ultimately, on the field of Bosworth (1485), Henry was crowned king, and it soon became evident that Welsh expectations were not to be exactly realized. The Union of England and Wales in 1535 no doubt removed many of the disabilities of the Marcher system, but the suppression of native culture was the result, and probably the object, of the policy. With the 'Reformation,' many of the most brilliant scholars in Wales fled to the Continent, but another group equally brilliant found it possible to accept the new order, and the translation of the Scriptures resulted, in the reign of Elizabeth. Welshmen flocked into the army and navy and into the professions, and it may justly be said that, in many respects, the reign of Elizabeth was one of the most brilliant periods in the history of Wales. The result, however, as far as the ruling classes were concerned, was a break with the past and an abandonment of the idea of native culture. The great English literature of the Elizabethan period is not reflected in Welsh at all. Had the Tudor dynasty continued long enough Wales would have been completely anglicized. The coming of the Stuarts, however, made a difference, for Wales receded into the background.

During the Civil War Wales was predominantly royalist, and here some of the last stands for Charles were made. Judge Jenkins, a Welsh jurist, was his staunchest legal apologist. It is, however, singular that in the affairs of the Commonwealth a small number of Welsh Puritans exercised considerable influence. Cromwell's attempt to propagate what he considered to be the Gospel in Wales was, in one way, a continuation of the efforts of John Penry in the time of Elizabeth. It led, at least, to an attempt to found schools, but Puritanism effectively came to Wales in the 18th century, when the great religious revivals broke out and were directed by Welshmen. Quakers, Baptists, and Independents had existed in Wales since the 17th century, but they had not spread very widely. With the coming of the Methodist revival in the 18th century the masses were affected. Ultimately the Methodists seceded from the Church of England, and they are now represented by the Wesleyan and the Calvinistic Methodist churches. The Baptists and the Congregationalists share with them large numbers of the population. In recent years the Roman and Anglican churches have made considerable progress, but the industrial populations have revolutionized former conditions, and Glamorganshire in particular is now regarded as the home of militant Socialism.

SOCIAL SYSTEM

In early times the social system was of a tribal character. The country was divided into *Cantrefi* or *Cymydeu*. A *Cantref* or *Cymwd* was ruled by a lord appointed by the king. Status depended upon

birth. There was a sharp distinction between men of Kymric blood and strangers. The Kymry themselves were divided into (*a*) a royal class, having special rights over certain areas; (*b*) a noble class, called *uchelwyr*, *brehyrion*, or *gwyrda*; (*c*) innate tribesmen (*boneddigion*); (*d*) unfree persons (*taeogion* or *eilltion*); (*e*) slaves (*caethion*). Descendants of a common ancestor to the 9th degree formed a *Cenedl* (kindred), a self-governing unit. There were courts for the redress of wrongs, and the relations of classes were legally defined. At the death of a father the land was equally divided among the sons. This system, modified, no doubt, in the course of time, was broken up by the Edwardian conquest, but there were many survivals in practice. Down to the industrial period life showed little change from tribal times, in reality. At present conditions do not vary largely from those obtaining in other parts of Britain.

The cultural life of Wales was, and still continues to be, distinctive. The literary profession was regulated by law. The bard was an officer of the king's court. This system was perpetuated by the Welsh princes, and even after the fall of Llewelyn the Welsh nobles, down to the Tudor period, kept family bards and acknowledged a system by which minstrels went on tour and received payment for their services. In 1451 the first Eisteddfod of which we have any record was held at Carmarthen. Two others were held at Caerwys in 1523 and 1567 by royal permission. At these meetings the old system was revised and adapted. In the 18th century societies, founded mostly by Welshmen living in England, and in imitation of English clubs and societies, took up the Eisteddfod, and this led, in the last century, to the establishment of the annual meetings, now organized by a central society together with local committees. Prizes are given for compositions in prose and verse, music and art. Much of the social life of the country centres around the churches, most of which organize literary societies, competitive meetings, and singing festivals. Latterly dramatic and musical activities and athletics have developed and are being organized. The University of Wales, founded in 1893, has four constituent Colleges—Aberystwyth, Bangor, Cardiff, and Swansea—and a system of tutorial classes is organized throughout the whole of Wales. The church of Wales is also now self-governing. It may be said that at last Wales is not far from realizing some of the ideals of Owain Glyn Dwr in the 15th century.

THE WELSH LANGUAGE

By Professor T. Gwynn Jones

The Welsh Language belongs to the Keltic branch of the Indo-European family. A Goidelic development of Keltic is represented by Gaelic (Irish and Scottish) and Manx; a Brythonic form by Welsh, Breton, and Cornish. It is probable that Welsh was already spoken in the 6th century, when the emigration to Brittany occurred, and the earlier verse-material found in Welsh may contain 6th century elements, afterwards modified. A few glosses of the 9-11th centuries are known, and some poems which probably belong to the same period. The tales usually called 'Mabinogion' are known in 12th and 13th century redactions, but there were certainly much earlier forms. The works of the many bards of the 12th century have been preserved, and from that time to this a vast amount of literature has been produced.

The language is phonetically written, so that, without some acquaintance with the principle of mutation, some difficulty is experienced. If an English colloquial form, such as 'Lunnon' (= London) be considered, it will be seen that the second *n* represents a natural mutation of the *d*, induced by the preceding *n*. In Welsh this kind of sound-change takes place medially and initially. If 'Caernarvon,' say, be preceded by *yn*, the Welsh equivalent of the preposition *in*, the combination is written 'yng Nghaernarvon,' which appears difficult to those unacquainted with the principle involved. As a matter of fact it is simply natural avoidance of the effort necessary to produce the combination *-nk-*. The English word spelt *ink* is pronounced *ingk*, not *in-k*, the *k* sound converting the *n* into *ng*. That would only give us 'yng Caernarvon,' but in Welsh a further step is taken, which is the weakening of the *C*, so that it becomes a mere breathing. Hence the sound nearly is 'yng Haernarvon.' As this to some extent obscures the derivation and is perhaps not quite an exact record, the notation 'yng Nghaernarvon' is adopted. The principle here explained is characteristic of all the Keltic languages and is found in Sanskrit.

In Welsh there are Soft, Nasal, and Spirant Mutations. The Soft Mutation occurs, for instance, when an original hard sound

(*c*, *p*, or *t*) comes between two vowels, and is softened into *g*, *b*, or *d*. In turn original *g*, *b*, and *d* in the same position become * (no sound), *f* (=*v*), and *dd* (=*th* in English *the*): thus *pen*, *o ben*; *tad*, *am dad*; *coed*, *i goed*. It will be noted that *am* does not end in a vowel, so that, when it is prefixed to *tad*, the *t* is not intervocalic; but formerly *am* ended in a vowel (cp. Lat. *ambi*, Greek ἀμφί), and the mutation of the *t* goes back to that period. The Nasal Mutation occurs when the mutable sound is preceded by a nasal. The nasal affects the following sound, as illustrated in *ink* above. The Spirant Mutation occurs when an aspiration is caused, converting *pp*, *tt*, *kk* into *ff*, *th*, *ch*. Vowels also undergo changes analogous to that found, for instance, in the English form *men*, pl. of *man*, *geese*, pl. of *goose*, etc. Thus, in using a dictionary, words beginning with mutated sounds should be looked for under their radical forms. For instance, in *Gelli*, a form common in place-names, the initial *g* is due to the article *y*, which may have been lost. The unmutated form is *celli* (Welsh *c* = English *k*, always). Forms in composition beginning with *g*, *b*, *d* should therefore be looked for in the dictionary under *c*, *p*, *t*, and forms beginning *, *f*, *dd* under *g*, *b*, *d*. Compound elements beginning with *l*, *r*, and *f* may be looked for under *ll*, *rh*, and *m* (or *b*).

Vowels. The vowels *a*, *e*, *i*, *o* when long are pronounced as in the vowel-sounds in *far*, *glare*, *meet*, *more*; when short as in *cat*, *get*, *pin*, *hot*; *u* and *y* long resemble the *i* in *is*, with an approximation to the French *u* sound; *w* is *oo*; *y* short is like *u* in *fun*.

Consonants. Most consonants are pronounced as in English, but *c* and *g* are always hard (as in *cat*, *gun*); *ch* as in the Scottish *loch* or German *nacht*; *dd* as *th* in *the*; *f* as *v*; *ff* as *f*; *th* as *th* in *sympathy*. There is no exact equivalent for *ll*, but the *l* in Northern English *tl* (as in Bentley, Pentland) is very near. The letters, *j*, *k*, *q*, *v*, *x*, and *z* are absent from the Welsh alphabet, while *w* occurs as a consonant only in conjunction with *g* (as in *gwyn*).

Plural Terminations are: *au*; *on*, *ion*; *i*, *ydd*, *oedd*, *edd*; *ed*, *od*; *ant*, *aint*; *er*, *yr*. Plurals are made also by internal vowel change, e.g. *bardd* (bard), pl. *beirdd*; *ffon* (stick), pl. *ffyn*; or by internal vowel change and addition, e.g. *dar* (oak), pl. *deri*; *adain* (wing), pl. *adanedd*; *gwaith* (work), pl. *gweithydd*; *câr* (relative), pl. *ceraint*; *brawd* (brother), pl. *brodyr*.

Chief Adjectival Terminations: *aid* (*euraid*, golden); *aidd* (*peraidd*, sweet); *ain* (*cywrain*, skilful); *ig* (*mynyddig*, mountainous); *in* (*gerwin*, from *garw*, rough); *og*, *iog* (*enwog*, from *enw*, name, i.e. famous); *ol* (*amserol*, timely); *us* (*deallus*, intelligent); *wy* (*ofnadwy*, fearful); *ys* (*melys*, sweet).

Regular Comparison of Adjectives. Positive, *glân* (holy, clean); equative, *glaned*; comparative, *glanach*; superlative, *glanaf*.

Glossary of Welsh words as occurring in the construction of Welsh names:

Aber, the fall of one water into a greater, or of a river into the sea.
Adar, birds; sg. *aderyn*, *ederyn*.
Adwy, gap, pass.
Ael, brow, headland, goal.
Aeron, fruits.
Afon, river.
Allt, wooded cliff, a hill.
Am, around, about (in compounds).
Ar, upon, bordering on.
Aran, high place.

[*Mutations of* B *are* F *and* M.]
Bâch, corner, retreat, hook.
Bach, *bychan*, fem. *bechan*, little, small; mutated forms, *fâch*, *fychan*, *fechan*.
Bala, the efflux of a river from a lake.
Ban, lofty; pl. *bannau*, eminences.
Banw, a sow.
Bedd, grave; *beddrod*, grave enclosure.
Bedw, birch; sg. *bedwen*. *Bedwas*, place of birches.
Berr, *ber*, short, fem. of *byrr*.
Bettws, *Betws*, bede-house; probably from Anglo-Saxon *bed* (*gebed*, a prayer) and *house*.
Blaen, end, point, head of a vale.
Bôch, cheek.
Bôd, abode, dwelling.
Bôn, stem, lower end.
Braich, arm.
Brân, crow; pl. *brain*.
Brâs, fat, great, productive.
Brig, summit, top.
Brith, speckled; fem. *braith*.
Bro, vale, plain, country.
Brôch, badger.
Bron, breast, slope of a hill.
Brwyn, rushes; sg. *brwynen*.
Brych, speckled, variegated.
Bryn, mount, hill.
Bu, ox.
Buarth, cattle yard, enclosure.
Buwch, cow; pl. *buchod*.
Bŵch, buck; pl. *bychod*.
Bwlch, defile, pass; pl. *bylchau*.

[*Mutations of* C *are* G *and* Ch.]
Caban, cabin.
Câd, host, battle.
Cadair, *cader*, chair, stronghold, seat.
Cadarn, mighty; pl. *cedyrn*.
Cadno, *cadnaw*, fox.
Cae, field.
Caer, fort, entrenchment, city.
Cafn, trough.
Cail, pen, sheep-fold.
Cain, bright, beautiful.
Cam, crooked, bent.
Camlas, canal.
Canol, middle.
Cant, one hundred; also, rim, circle.
Cantref, a division of land, a Hundred.
Capel, chapel.
Carn, a cairn, heap of stones.
Carnedd, ditto; pl. *carneddau*, *carneddi*.
Carreg, stone; pl. *cerrig*.
Caseg, mare; pl. *cesig*.
Castell, castle; pl. *cestyll*.
Cawr, giant; pl. *cewri*.
Cêd, gift.
Cefn, back, ridge.
Cegid, hemlock.
Celli, grove.
Celyn, holly.
Cesail, armpit, nook.
Ceunant, ravine.
Chwech, six.
Chwith, left.
Ci, dog; pl. *cwn*.
Cil, church (Gaelic), a nook, retreat; pl. *ciliau*.
Claf, sick.
Clafdy, hospital.
Clawdd, ditch, a hedge; pl. *cloddiau*.
Cleddau, *cleddyf*, sword.
Cloch, bell; pl. *clychau*.
Clogwyn, cliff, precipice.
Clôs, close, a small field.
Clun, meadow; also, thigh.
Clwyd, gate, perch.
Clŷd, cosy.
Coch, red.
Coed, trees; sg. *coeden*.
Coes, leg, limb.
Coll, hazel; pl. *cyll*; singulative, *collen*.
Coll, *colled*, loss, slaughter.
Cop, *copa*, summit.
Côr, choir; cowhouse.
Corn, horn.
Cornel, corner.
Cors, a bog; pl. *corsydd*.
Craig, rock; pl. *creigiau*, *creigydd*.
Crib, ridge; pl. *cribau*.
Croes, cross; adj. athwart.
Croesffordd, cross road.
Crôg, cross.
Crôg, hanging, overhanging.
Crom, fem. of *crwm*, crooked, bent.
Cron, fem. of *crwn*, round.
Crud, cradle.
Crug, a mound; pl. *crugiau*.
Crwm, crooked, bent.
Crwn, round.
Crwth, a musical instrument, a concave vessel; fem. *croth*.
Crythor, a minstrel, player on the *crwth*.
Cul, narrow.
Cut, hut; pl. *cutiau*.

Cwm, dingle ; pl. *cymoedd, cymau.*
Cŵn, dogs ; sg. *ci.*
Cwymp, fall, declivity.
Cŵys, furrow.
Cymer, Cymmer, confluence.

[*Mutations of* D *are* Dd *and* N.]
Dan, under, below.
Dâr, oak ; pl. *deri.*
Dau, two ; *deu*—in composition.
Deheu, de, south, right.
Derw, oaks ; sg. *derwen.*
Dinas, fortification, city.
Dôl, meadow ; pl. *dolydd, dolau.*
Dôr, door ; pl. *dorau.*
Drud, brave, mighty ; pl. *drudion.*
Drum or *trum*, ridge.
Drws, door ; pl. *drysau.*
Du, black.
Duw, God.
Dwfr, dŵr, water ; pl. *dyfroedd.*
Dwy, fem. of *dau*, two.
Dwyf, dwy, God.
Dwyrain, east.
Dyffryn, vale ; pl. *dyffrynnoedd.*
Dyserth, properly *Diserth*, a place apart, retreat.

Eglwys, church ; pl. *eglwysi, eglwysau, eglwysydd.*
Epynt, eppynt, horse track.
Erch, pale colour, terrible.
Erw, acre.
Esgair, long ridge, escarpment.

[*For forms beginning with* F, *not found here, see under* B *or* M.]
Fâl, vale.
Fali, valley.
Ffair, fair.
Ffin, border, limit.
Fflur, blossoms, flowers.
Ffordd, road ; pl. *ffyrdd.*
Ffos, ditch, embankment ; pl. *ffosydd.*
Ffraw, rapid, violent.
Ffridd, ffrith, moorland meadows.
Ffrwd, stream ; pl. *ffrydiau.*
Ffynnon, a well.

[*For mutated forms not given under* G, *look under* C. *Mutations of* G *are* * (*dropped*), Ng.]
Gafr, goat ; pl. *geifr.*
Gallt, vid. *allt.*
Gardd, garden.
Garth, hill, a cape.
Gast, bitch.
Gefail, smithy.
Gelyn, enemy.
Ger, near, by.
Glan, edge, brink, shore.
Glas, green ; also blue.
Glo, coal.
Glyn, valley, glen.
Godre, foot (of a hill), edge, border.
Gogledd, North.
Gogof, cavern.
Gorllewin, West.
Gris, step ; pl. *grisiau.*
Grug, heather.
Gwair, hay.
Gwaun, pl. *gweunydd*, moorland field, down.
Gwern, alder tree ; also a damp meadow.
Gwig, haven, wooded land.
Gwrych, bristles, shrubs, hedge.
Gwŷdd, trees.
Gŵydd, goose ; adj. wild.
Gŵyddfa, a wild place ; *Yr Wyddfa*, Snowdon.
Gwynt, wind.
Gwyrdd, green.
Gwyryddon, gwyryfon, virgins.

Hafod, summer residence.
Heli, brine.
Hên, old.
Hendre, winter residence.
Hir, long, tall, tedious.
Hiraeth, longing.
Hwylfa, path, entry.
Hydd, stag.
Hyll, ugly.

Is, lower.
Isaf, lowest.
Isel, low.

[*For mutated forms beginning with* L, *look under* G *and* Ll (e.g. *glan*, **lan ; llan*, **lan*, etc.]
Llaeth, milk.
Llain, blade, a stretch of anything.
Llaith, damp, wet, a disease.
Llam, leap.
Llan, enclosed place, church, village near a church.
Llaw, hand.
Llawnt, lawn.
Llawr, floor.
Llech, slate, flag.
Llechwedd, slope.
Lled, width.
Lleng, legion.
Lleihr, slope.
Llew, lion.
Llif, flood.
Llith, bait, lesson.
Lliw, colour.
Llog, interest, payment ; part of a monastery.
Llong, ship ; also fem. of *llwng*, damp, wet.
Llwyd, grey.
Llwyn, grove.
Llwynog, fox.

Llyn, lake ; pl. *llynnoedd, llynnau.*
Llys, palace, court, enclosure.
Llyw, rudder, ruler.
Llywarn, fox ; pl. *llewyrn.*

[*Mutation of* M *is* F.]
Ma, in compounds *fa*, a place, a plain.
Mab, son ; pl. *meibion.*
Maen, stone ; pl. *main, meini.*
Maes, field ; pl. *meysydd.*
Mall, rotten, evil.
Mam, mother.
Man, place.
March, steed ; pl. *meirch.*
Mawr, great, big, extensive.
Melin, mill.
Melyn, yellow.
Merch, daughter, woman ; pl. *merched.*
Mil, thousand ; beast.
Min, edge, border.
Moch, pigs ; sg. *mochyn* ; adj. rapid, early.
Môr, sea.
Mur, wall.
Muröddyn, ruin.
Mynach, monk.
Mynydd, mountain.

Nant, brook ; pl. *naint, nentydd, nannau.*
Naw, nine.
Neuadd, hall.
Newydd, new.
Nos, night.

Ôd, snow.
Oer, cold.
Ôg, harrow.
Onn, ash ; pl. *ynn.*
Or, border, rim, edge.

[*Mutations of* P *are* B, Mh, Ph.]
Pant, hollow ground.
Pedwar, four.
Pell, far ; superlative, *pellaf.*
Pen, head, top.
Pen-maen, rocky headland.
Pennant, upper reaches of a glen or dingle.
Pentref, village, hamlet.
Pig, point, summit ; dim. *pigyn.*
Pistyll, cataract.
Plâs, hall, place.
Poeth, hot, burnt.
Pont, bridge ; pl. *pontydd.*
Porth, landing place ; gate ; pl. *pyrth.*
Pren, tree, timber.
Pridd, soil.
Prys, prysg, shrubs,
Pump, five.
Pwll, pool.

[*Mutated forms beginning in* R *will be found under* Rh.]
Rhaeadr, Rhaiadr, Rhayader (Eng. spelling), waterfall.
Rhewyn, pool, gutter, drain.
Rhiw, hill.
Rhod, circle, wheel.
Rhodwydd, embankment, earthworks.
Rhos, moor, rose.
Rhudd, red, ruddy.
Rhwth, open, glaring.
Rhyd, ford.
Rhydd, free.
Rhyn, headland.

Saeth, arrow.
Saith, seven.
Sarn, causeway.
Sych, dry.

[*Mutations of* T *are* D, Nh, Th.]
Tafarn, tavern.
Tâl, front, forehead, end.
Tal, tall, high.
Tân, fire.
Tan, under, beneath.
Tarw, bull ; pl. *teirw.*
Têg, fair. *Tylwyth Teg*, fairies.
Telyn, harp ; *telynor*, harpist.
Tîr, land ; pl. *tiroedd.*
Tomen, heap, mound.
Ton, wave ; surface ; lay land, green.
Torr, flank.
Traeth, shore.
Traws, cross.
Tref, habitation, town.
Trem, drem, sight, view.
Tri, three.
Tro, turn, bend.
Troed, foot ; pl. *traed.*
Tros, over.
Trothwy, threshold.
Trum, drum, ridge.
Tud, people, country.
Twlc, twlch, knoll.
Twll, hollow.
Twmp, tump.
Tŵr, tower ; pl. *tyrau, tyroedd.*
Twrch, a pig ; *twrch daear*, a mole.
Tŷ, house ; pl. *tai.*
Tyddyn, farmstead.
Tywarch, tywarchen, sod ; pl. *tyweirch.*
Tywyll, dark.

Uchel, high ; *uch*, higher ; *uchaf*, highest.
Udd, a lord.
Un, one.

Wrth, by, near.
Ŵyth, eight.

Y, *yr*, the ; *y* before consonants, *yr* before vowels.
Ych, ox ; pl. *ychen.*

Ŷd, corn, grain.
Yn, in ; *ym* before *m* ; *yng* before *c*.
Ynys, island, an insulated spot.
Ysbyty, *ysbytty*, hospital, place of refreshment.
Ysgall, thistles ; sg. *ysgallen*.
Ysgol, school; ladder.
Ysgor, rampart, defence.
Ysgubor, barn.
Ystrad, vale, strath.
Ystrŷd, street ; pl. *ystrydoedd*.
Ystum, shape, form ; curve.
Ystwyth, pliable, agile.

BOOKS ABOUT WALES

The following brief list contains the names of a few modern books which may be found useful and suggestive by the average traveller in Wales if not by the specialist. In most cases the date of the latest edition only is given. Works of more local interest are mentioned in the text.

TOPOGRAPHY AND GENERAL. 'Memories of North Wales,' by *E. A. Jones* (1913) ; 'A Book of North Wales,' by *S. Baring Gould* (1903) ; 'Four Welsh Counties' (Brecon, Carnarvon, Merioneth, and Pembroke), by *E. A. Kilner* (1891) ; 'Motor Tours in Wales and the Border Counties,' by *Mrs. R. Stawell* ; 'The Holyhead Road,' by *C. G. Harper* (1902) ; 'Notes of Family Excursions in North Wales,' by *J. O. Halliwell* (1860) ; 'Cardiganshire,' by *D. J. Saer* ; 'Walks in Cardiganshire,' by *Horsfal Turner* ; 'Wild Wales,' by *George Borrow*, (first published in 1862). — Methuen's 'Little Guides' to N. Wales, S. Wales, Snowdonia, and to the Border Counties are a series of small district gazetteers arranged alphabetically ; Macmillan's 'Highways and Byways' series includes two attractively illustrated volumes on Wales (N. Wales and S. Wales), both by *A. G. Bradley* ; the 'Cambridge County Geographies' are an excellent series of topographical text books. — The *Royal Commission on Ancient Monuments* has issued reports on six Welsh counties (Carmarthen, Denbigh, Flint, Merioneth, Montgomery, and Radnor).

HISTORY. 'A History of Wales' (to c. 1284), by *J. E. Lloyd* (1911) ; 'The Welsh People,' by *J. Rhys* and *D. Brynmor-Jones* (1900) ; 'Wales,' by *Gilbert Stone* (1915) ; 'Wales,' by *Sir O. M. Edwards* (1901) ; 'Owen Glyn Dwr,' by *A. G. Bradley* (1901) ; 'Mediæval Wales,' by *A. G. Little* (1902) ; 'Celtic Britain and the Pilgrim World,' by *G. Hartwell Jones* (1912) ; 'Mediæval Boroughs of Snowdonia,' by *E. A. Lewis* (1912).

OTHER ASPECTS. 'Social Life in Wales,' by *John Finnemore* (1915) ; 'My Impressions of Wales,' by *A. E. Zimmern* (1921) ; 'Celtic Folklore,' by *John Rhys* (1901) ; 'Welsh Fairy Tales,' by *W. J. Thomas*. — 'Fishing in Wales,' by *Walter M. Gallichan* (1903) ; 'Rock-Climbing in North Wales,' by *G. and A. Abraham* (1906). — 'Wild Life in Wales,' by *G. Bolam* (1913).

FICTION. 'The Misfortunes of Elphin,' by *T. L. Peacock*, and 'Pabo the Priest' and 'In Dewisland,' by *S. Baring Gould*, are historical romances. *Ellis Lloyd's* novels ('Scarlet Nest' and 'A Dreamer of Dreams') and 'In the Land of the Harp and Feathers,' by *Alfred Thomas*, are more modern in their setting. 'My People' and 'Capel Sion,' by *Caradoc Evans* give an unflattering view of the more unpleasant side of life in Wales.

PRACTICAL INFORMATION

I. RAILWAYS AND OTHER CONVEYANCES

Railways. The overwhelming bulk of Welsh railway traffic is in the hands of the Great Western and London & North Western Railways and their affiliated companies, though excellent facilities for approaching S. Wales from the North of England are provided by the Midland Railway. The Cambrian Railways, whose engines and rolling-stock are still in evidence in Central Wales, have recently entered the 'Great Western Group.' Many of the upland valleys are served by narrow-gauge 'Toy Railways,' most of which are now in the hands of the larger companies. Wales is traversed by two of the principal routes to Ireland (London to Holyhead and London to Fishguard), while a third express-route crosses Central Wales from Shrewsbury to Barmouth and Aberystwyth.

Passengers are left much more to their own initiative than on the Continent. They should therefore make sure that they are in their proper train and compartment. A seat is regarded as 'taken' if a newspaper or other article is placed upon it; in some trains of certain companies only seats may be booked in advance. The control of the window is by custom conceded to the passenger seated next to it, facing the engine; considerate travellers, in this position, generally take the sense of the company on the subject of ventilation. It is forbidden to enter a moving train, or to walk across the metals when a bridge or subway is provided. The railway officials are usually civil in answering questions, and enquiry offices and train-indicators will be found at most of the larger stations. — Americans may be reminded that the ticket-office is called the 'booking-office,' that the conductor is addressed as 'guard,' and that baggage is better known as 'luggage.'

On the longer routes 'corridor' or 'vestibule' carriages, with lavatory accommodation, are general, and restaurant cars (B. 3/6, L. 4/, tea from 8*d*., D. 5/) are attached to the principal long-distance trains. Luncheon baskets (3/ or 3/6) or tea baskets (1/6) are obtainable at the principal stations, or may be ordered by giving notice to the guard at a preceding stopping place. Most stations of any importance have refreshment rooms. Most trains have now first and third class carriages only, but second class carriages are still found on the Barry, Brecon and Merthyr, Rhondda & Swansea Bay,

and Rhymney railways. Smoking is restricted to the compartments so labelled. Compartments 'for ladies only' are often provided, or will be so labelled on request. Except for a scanty service on the main lines, and on certain railways in the most populous industrial districts, no trains run on Sunday in Wales, a fact to be noted by passengers starting for distant destinations on Saturday. Special services are in force also on bank holidays. Telegrams ordering refreshments, rooms at railway hotels, railway omnibuses, etc., are sent free of charge from any station on the line. — Many of the branch country lines are served by rail motors (one class only) stopping at 'halts' or 'platforms.'

Fares and Tickets. Since the War the normal fares on British railways (1*d.* per mile 3rd class, about double that rate 1st class) have been raised by 75 per cent. The former generous provision of 'week-end tickets,' 'tourist tickets,' 'circular tour tickets,' 'excursion tickets,' etc., long in abeyance, is now gradually becoming general once more. Return tickets, available for two months for journeys over 20 m., are issued, giving a considerable reduction on 1st class fares, though none on 3rd class fares.

Luggage. The maximum allowance of free luggage is 150 lbs. for 1st class passengers, 100 lbs. for 3rd class. The charge for excess luggage varies according to the distance to be travelled, but no charge is made unless amounting to 6*d.* or more. Passengers with luggage should take care that each package is clearly addressed and should be at the station in good time to see that it is labelled for its destination by a porter and put into the luggage van. The railway porter who conveys luggage between cab and train expects a tip (from 3*d.* for a light bag upwards). Special tickets are required for dogs, bicycles, baby-carriages, etc. Luggage may be left in the Cloak Room or Left Luggage Office (at small stations in the booking office) for a fee of 3*d.* for the first day and 1½*d.* per day after (minimum 2*d.*; bicycles 6*d.* and 3*d.*). The chief railway companies collect passengers' luggage and forward it 'in advance' at a charge of 3/ per package, but the passenger tickets must be bought previously and delays often occur.

Time Tables. *Bradshaw's Railway Guide* (monthly; 2/) is the most complete; *Cassell's Time Tables* (monthly; 1/6) are good also. The *A.B.C. Railway Guide* (monthly; 2/) and the *London Time Table* (monthly; 1/) are convenient for journeys to and from London; local time-tables are published in every town of any importance. The railway companies publish their own time tables at irregular intervals.

Steamers. During the season a service of pleasure steamers plies daily from Llandudno to Beaumaris, Bangor, and Menai Bridge (return 3/, 4/ saloon); other services (saloon only) ply on week-days from Llandudno to Beaumaris, Bangor, and Menai Bridge (3/6; 5/ return), and to Menai Bridge and Carnarvon (4/6; 6/6 return). Irregular services ply from

Menai Bridge, Bangor, Beaumaris, and Llandudno to Douglas, Isle of Man (return 11/, 13/ saloon), and to Liverpool (return 6/, 8/ saloon ; 1/ extra from Menai Bridge). Sunday afternoon trips (2/6) are likewise organised from these places to Red Wharf Bay (no landing).

From Cardiff and Swansea regular services ply to Glasgow, Greenock, and Belfast, leaving Cardiff (E. Bute Dock) every Monday, and Swansea (S. Dock) every Wednesday. Fares 40/ ; 70/ return ; steerage, 25/. Pleasure steamers leave these ports in summer for Clevedon, Ilfracombe, and the N. Devon Coast ; and for Chepstow and Weston-super-Mare ; see the announcements of Messrs. P. & A. Campbell, and of the Red Funnel Line.

Mail steamer services ply from Holyhead and Fishguard to Dublin and Rosslare in Ireland.

Public Conveyances by Road. Quite irrespective of the seasonal arrangements for the benefit of tourists, regular motor-omnibus services are being developed all over Wales, even in country districts, which link up towns and villages in an ever-expanding network and incidentally bring many beautiful districts within easy reach of the traveller by road. Considerable tours from point to point may be planned with the aid of these services, though their connections are not always convenient and comparatively little luggage can be conveyed.

Motor Brakes and Chars-à-Bancs, which have almost universally superseded horse-drawn coaches, ply in the season from every popular tourist-resort to the attractive points of the neighbourhood within a wide radius, affording at moderate charges opportunities of half-day or whole-day excursions.

Public Motor Tours. An easy and rapid, though perhaps rather superficial, method of seeing the country is offered by the public motor-tours, arranged in summer by Messrs. Thomas Cook & Son (Ludgate Circus), Messrs. Pickford Ltd. (206 High Holborn), Messrs. Chapman & Sons (5a Belgrave Mans.), Messrs. Hickie, Borman, Grant & Co. (14 Waterloo Pl.), the Samuelson Transport Co., Ltd. (28 Denmark St.), etc., in London, and by various firms in Birmingham, Manchester, etc. These tours take from 6 to 11 days, and the average charge is about 42/ per day, which covers all fares and first-class hotel accommodation (including gratuities to hotel servants). The luggage allowance is 14–20 lbs. per head. Full details and programmes are sent on application to the firms concerned. — A daily service (47/6) plies in summer from London (28 Denmark St., W.C. 2) to Rhyl, Colwyn Bay, and Llandudno, leaving at 7.30 a.m.

Time Tables. *Travel By Road* (monthly ; 1/) is the most complete motor omnibus and char-à-bancs guide ; the *Motor Coach A.B.C.* (monthly ; 6*d.*) contains particulars of char-à-bancs tours in all parts of the country. Local companies publish their own time tables at irregular intervals.

II. POSTAL INFORMATION

	United Kingdom	Colonies and U.S.A.	Foreign Countries
LETTERS - -	1½*d.* for 1 oz., 2*d.* for 3 oz., then ½*d.* per oz.	1½*d.* for 1 oz., then 1½*d.* per oz.	3*d.* for 1 oz., then 1½*d.* per oz.
POST CARDS - -	1*d.*	1*d.*	1½*d.*
NEWSPAPERS -	1*d.* per 6 oz.	½*d.* per 2 oz.	½*d.* per 2 oz.
PRINTED PAPERS -	½*d.* for 1 oz., 1*d.* for 2 oz., then ½*d.* per 2 oz.	½*d.* per 2 oz.	½*d.* per 2 oz.
PARCELS - -	2 lb. 9*d.*, 5 lb. 1/., 8 lb. 1/3, 11 lb. 1/6	See below	See below
TELEGRAMS - -	1/ for 12 words, then 1*d.* per word	See below	See below

Full particulars will be found in the *Post Office Guide* (quarterly, 1/) or in the *Post Office Handbook* (half-yearly, 1*d.*), obtainable at any post office. — Post offices are generally open from 8 a.m. to 7 p.m. on week-days and from 8.30 a.m. to 10 a.m. on Sundays, but most sub offices are closed at 1 p.m. on the local weekly half-holiday. — There is no Sunday delivery of letters or parcels.

POST CARDS. Picture post-cards, etc., may be sent at the 'printed paper' rate provided the words 'printed paper' be substituted for 'post-card' and nothing appear in writing except date, addresses, and a formula of courtesy not exceeding five words.

PARCELS must be handed in at a post office, but those over 11 lb. in weight must be sent by railway or through a goods agent. The rates for foreign and colonial parcels vary according to the country of destination: to the U.S.A. 3 lb. 1/3, 7 lb. 2/3, 11 lb. 3/3; to Canada 3 lb. 1/3, 7 lb. 2/7, 11 lb. 3/11; to Australia 1 lb. 1/, then 6*d.* per lb.; to New Zealand 3 lb. 1/4, 7 lb. 2/8; 11 lb. 3/11; to South Africa 9*d.* per lb. Various forms have to be filled up for the despatch of foreign and colonial parcels.

REGISTRATION. Letters and parcels for inland post may be registered for 3*d.*–1/11 (according to value), foreign letters for 3*d.* Letters should be enclosed in the special 'registered letter envelopes' sold at all post offices, as otherwise compensation may be refused. Parcels and valuable letters for abroad may be insured (fee 5*d.*–5/11).

POSTE RESTANTE. Correspondence marked 'to be called for' or 'poste restante' may be addressed to any post office except town sub-offices. Letters are kept for a fortnight (if from abroad, two months). Travellers may not use the poste restante for more than three months.

Money Orders. Within the United Kingdom money may be transmitted by postal orders (up to 21/) or money orders (up to £40), on both of which a small poundage is charged. On foreign and colonial money orders the poundage rates are a little higher. — *Telegraph Money Orders* are issued at the same rate, plus the cost of the telegram of advice and a supplementary fee of 2*d.* for inland and 6*d.* or 1/ for foreign orders.

Telegrams. Replies up to 48 words may be prepaid. Telegrams may be dropped into any post office or pillar box if properly stamped. — Foreign and colonial telegrams (minimum 10*d.*) are charged so much per word ('deferred telegrams' to certain extra-European countries may be sent at half-rates).

For Europe the rate varies from 2½*d.* per word for Belgium, Holland, and France (Algeria, 3*d.*) to 6*d.* for Greece. — The charges for the Extra-European System vary from 1/ for Egypt and Madeira to 6/9 (Dutch Guiana). — Australia 2/10–3/; Canada 9*d.*–3/2; Newfoundland 9*d.*–1/2; New Zealand 2/6–2/8; South Africa 2/–2/5; U.S.A. 9*d.*–1/6 (Alaska 2/7). Deferred telegrams may be sent at half rates.

Telephones. Call offices for public use are found at most post offices and railway stations, and at many shops, public libraries, etc. In passing a call the name of the exchange should be given before the number. The charge for a local call is 3*d.* per 3 minutes. *Trunk* (*Long Distance*) *Calls* cost from 4½*d.* for 7½ miles to 3/6 for 150 miles, then 1/ per 50 miles (reduced rates between 7 p.m. and 7 a.m.).

III. HOTELS

The period of transition induced by the War in the management and expenses of hotels is hardly at an end, and a definite system of classification is still difficult; but in the lists in the text the hotels in each town are named approximately in order of their generally accepted standing, the cheaper houses being mentioned last. These lists, making no claim to be exhaustive, are intended to offer the traveller a reasonable choice of accommodation; and the omission of a name implies no derogatory judgment.

Though the chief hotels in the principal towns and at the leading health resorts and seaside resorts are large establishments fitted with every modern comfort and convenience, except perhaps a constant supply of iced water, it will generally be found that any Welsh hotel is less luxurious than its English counterpart. The so-called *Private Hotels*, which abound especially in the chief health and pleasure resorts, have no licence for the sale of alcoholic liquors (though visitors may provide their own wine). The name is sometimes appropriated by ordinary boarding-houses. — *Commercial Hotels* are moderate in price and are usually comfortable if not

luxurious. In country towns the inns are generally 'family and commercial hotels,' with a 'coffee-room' (*i.e.* dining-room) for ordinary visitors and a 'commercial room' for gentlemen of the road. — *Temperance Hotels* often afford comfortable quarters at very reasonable rates. — *Hydropathic Establishments*, many of which have licences, differ little from ordinary hotels, except that meals are served at prescribed hours and the intercourse of the guests is less formal.

Before taking possession of his rooms at a hotel, the traveller should have a precise understanding as to the charge. Bills should be paid at short intervals, as mistakes are then more easily checked. Notice of departure should be given before noon, for otherwise an extra day may be charged for. Valuables should be kept carefully locked up in the owner's trunk or deposited with the hotel manager in exchange for a receipt. Most hotels make, on application, an inclusive 'en pension' charge for a stay of more than a day or two; but this arrangement is not always convenient for sightseers, who may prefer to take luncheon or tea elsewhere.

The 'permitted hours' during which alcoholic liquor may be supplied in Wales on week-days may be varied in detail in different districts, but the total number of such hours in any day is eight, unless specially extended to 8½. This period cannot begin earlier than 9 a.m., must be broken by a space of at least two hours after noon, and must end not later than 10 p.m. (in special cases 10.30). Generally speaking, it is not possible to purchase liquor before 11 a.m., or between 2.30 or 3 and 5.30 p.m. On Sundays the sale of liquor is entirely prohibited. In no case do these restrictions apply to the sale of liquor to hotel residents. At hotels alcoholic drinks ordered otherwise than at meal-times are paid for on the spot.

CHARGES. The uncertainty of prices renders it inadvisable, even if it were possible, to make any very precise statements on this head. The difficulty is recognized by hotel-keepers themselves, and the comparatively few hotel prices quoted in our text represent the limited response made to a request for tariffs, addressed to most tourist hotels in Wales. Even these prices, though they give a general idea of the charges at different types of hotels, must be regarded as approximate and relative only. For the larger and more fashionable hotels the daily rate may be estimated at about 20/–25/; for less pretentious houses and good country hotels at 15/–20/; for simpler hotels 8/6–12/6; while even in village inns it can seldom be less than about 7/6.

The charge for rooms almost invariably includes that for attendance. It not infrequently covers also the use of the public bath-rooms. Otherwise baths are an extra (hot, 1/, cold 6*d.*), as are fires and the serving of meals in private rooms. The usual charge for private sitting-rooms is relatively high. Special rates are quoted for visitors' servants. — In most hotels a 'double bedded room' means a bedroom with a large double bed, not a room with two single beds.

GRATUITIES. The head-waiter (through whom the bill is generally paid), the special waiter who has attended the visitor at meals, the chambermaid, the hall-porter, and the 'boots' (who cleans the boots and carries the luggage) all expect to be 'tipped.' To get full value for one's tips, they should be distributed at least once a week. At an hotel of moderate class 10/–15/ on a bill of £5 is ample, but a one-night visitor will give proportionately more. The head-waiter receives rather more than the other servants. An occasional 6*d.* is enough for the page or lift-boy. If any charge for attendance is made in the bill, the tips may be proportionately reduced.

Restaurants. Except in the largest towns (Cardiff and Swansea), restaurants are practically non-existent in Wales.

Their place is taken in popular resorts by so-called cafés where substantial mid-day meals are supplied, though many are closed in the evening. In parts of the country frequented by north-country tourists (*e.g.* Llandudno) hot suppers are supplied in the café grill-rooms until a late hour. In the average country town substantial meals are best taken at a hotel; tea-rooms, however, which supply lighter meals, abound everywhere.

Boarding Houses. Visitors who propose to spend more than a day or two at any of the chief health or seaside resorts will find boarding-houses considerably cheaper than hotels. The charges at these range from 52/6 or 63/ per week upwards. The most satisfactory guide in choosing such quarters is a recommendation from someone who knows both the house and the traveller; but enquiry of the stationmaster, at a leading shop, or other local source often yields good results. Luggage may be left at the station while the traveller is securing his quarters. — Similar remarks apply also to *Furnished Apartments*, in which the hirer may arrange either to do his own catering or to have it done for him by the landlady.

IV. MOTORING IN WALES

Communicated by the Automobile Association

Motor-cars and motor-cycles entering the United Kingdom are subject to a customs-duty of 33⅓ per cent. on the declared value; but a foreign or colonial motorist wishing to make a temporary stay (of less than one year) may deposit the amount of the duty with the motor association of his own country (or, if a member, with the Automobile Association, see p. xlviii) in return for a 'carnet' or 'triptique,' his deposit being refunded when he returns home. If the foreign motorist land without an 'international travelling pass' (see p. xlviii), he must register his car at the nearest registration office (town halls at Liverpool, Southampton, Plymouth, etc., or offices of the various county or county borough councils) where he will obtain a permit, with holder, and a registration card to be carried at all times and produced on demand. He must also carry British number-plates and take out a British licence to drive. Total cost 32/6 for a motor-car, £1 for a motor-cycle. The possession of an 'international travelling pass' (obtained through his association at home) exempts the motorist from these conditions, but he must carry his foreign number and a plate showing his country of origin and he must obtain a driving permit (free), available for four months, from the customs officer. If he have a male chauffeur, he must take out a male servant's licence (15/; at any post

office). The 'international travelling pass' cannot be obtained in the United States or in the chief British colonies; and motorists from these countries need not obtain one in England, unless they intend to proceed to the Continent. An annual tax of £1 per unit of horse power is levied on motor-cars, with a minimum tax of £6. Where the engine of the car was constructed before January 1st, 1913, 25 per cent. rebate of duty can be claimed. Electric cars are all taxed at £6 per annum. Motor-cycles not exceeding 200 lbs. are taxed at 30/, and over that weight at £3. An additional £1 is payable where a sidecar is used. Motor-tricycles are taxed at £4.

Four months' exemption from these taxes is granted provided that the motorist complies with the formalities mentioned above. The driver of a motor-car must be over 17 years of age and must hold a licence (comp. p. xlvii), for which, however, no examination is required.

The maximum speed permitted on open country roads is 20 miles per hour, but in many localities there are restricted speed limits (usually 10 miles per hour; denoted by a white circle). A red triangle denotes a dangerous corner or hill. Motorists are liable also to be prosecuted for 'driving to the public danger' irrespective of their speed. The rule of the road is 'keep to the left and, when overtaking, pass on the right'—the reverse of the custom usual in the United States and on the Continent.

Motor-cars must after dark carry two lamps in front, and a red light in the rear; and the rear number-plate must be illumined. Supplies of motor-spirit (petrol, benzine) are obtainable in almost every village, at garages, oilshops, etc. (signs displayed). The present price of petrol (2/5½ per gallon) is likely to be altered.

The interests of motorists in Great Britain are protected by the *Automobile Association & Motor Union*, which has over 160,000 members, and all formalities (see p. xlvii) may be conducted with the assistance of its representatives at the ports and elsewhere. The annual subscriptions are: car members 42/, entrance fee 21/; motor-cycle and cycle-car members 21/, entrance fee 10/6. The annual subscription for Irish members and motorists from other countries visiting England is 42/, and in the case of motor-cyclists and cycle-car owners 21/. Members of the American Automobile Association are accepted at a reduced subscription of 31/6. The head office is at Fanum House, Whitcomb Street, London, W.C. 2, and there are seven area offices distributed throughout Great Britain, as well as a large number of sub-offices. The Association maintains an efficient service of road patrols along the main roads of the country, with many roadside telephone boxes and fuel supply stations, and this organisation is supplemented by a service of road aid outfits, driven by men able

to deal with minor roadside troubles. The Association provides members with advice and assistance in all matters relating to touring, road conditions, and legal and engineering questions, and has 1500 official hotels and over 2000 appointed garages in Great Britain, particulars of which, together with much other serviceable information, are embodied in a handbook issued to members. The Association has also a service of uniformed interpreters on the quays and docks at Dover, Folkestone, Newhaven, and Southampton.

The *Royal Automobile Club*, the largest club of the kind in the world (15,000 members), offers similar advantages to its members (annual subscription for town members £6 6/ for country members £4 4/) and to its associate members (subscription 21/). The club, which possesses a sumptuous club-house in Pall Mall, London, and a country club-house at Woodcote Park, Epsom, publishes annually a useful year-book and maintains a staff of uniformed tourist guides posted throughout the country to assist the members on tour. It is affiliated with numerous Colonial, American, and foreign automobile clubs. — The *Auto-Cycle Union* (subscription 10/6) is a branch of the club for users of motor-cycles.

The information given in the text as to motor-routes is not intended to compete with the existing road-books, the best of which are those published by 'The Car Illustrated,' 'The Autocar,' Messrs. Gall & Inglis, and the Cyclists' Touring Club (see p. liv). The best maps for motorists and cyclists are those published by Messrs. John Bartholomew & Son, on the scale of 2 miles to an inch (37 sheets for England and Wales); mounted on linen and dissected, 4/ each.

Other books of interest to motorists are *The Dunlop Book* (1919; 42/), a handsomely produced volume, with notes on towns and places of interest, plans, maps, etc.; the *Michelin Guide* (1920); and the *Royal Automobile Club Year Book* (annual; 5/). All these include lists of hotels and repairers and useful technical information.

Roads in Wales. Although Wales is a hilly, and in parts a mountainous, country, such of the roads as are in common use, especially in the north and the middle, are well adapted to motoring. The gradients are long rather than steep, and, except in parts of South Wales, the roads are as well kept as in the average English county. Hardly anywhere on the beaten track, even in the Snowdon district, are there such descents as the breakneck descents on the North Devon coast road. At one point only, 3½ m. W. of Capel Curig, does the long line of Telford's Holyhead road reach 1000 feet level, nor are Llanberis Pass (1169 ft.; p. 72) or the Bwlch Oerddrws (1178 ft.; p. 136) at all difficult to negotiate. The Eisteddfa Gurig (p. 147), which carries the London-Aberystwyth road along the banks of the infant Wye high up on to the grey-green wastes of Plynlimon, ascends to a height of 1350 feet, but both it and the other two passes climb gradually, and not, as does Kirkstone Pass in the English Lake District, by rushes.

Thus the motorist in Wales is not liable to any risks except those common to the open road in, say, the English Midlands, unless he allows himself to be tempted by roads that have

become derelict, or nearly so, and others that are ordinarily avoided. A strict adherence to road-maps is not recommended, as many roads marked as first class have since fallen into disuse. The two roads over Mynydd Hiraethog (p. 51), the one from Abergele to Llanrwst and the other from Denbigh to Pentre Voelas, though they lead across bleak moorland, need not be feared by motorists, but the road up the Lledr Valley through Dolwyddelan to Roman Bridge, and across the Garddinan Pass to Blaenau Ffestiniog (see p. 58) is commonly eschewed as a through route, because of the steep descent and the rough going. The Ffestiniog-Bala (p. 99) road makes hard driving, since, for long miles across the 'tops,' it is grass grown, stony, and rutty. The stretch of the Bala-Dinas Mawddwy road beyond Llanuwchllyn, which at the head of the Bwlch-y-Groes (p. 136) reaches the considerable height of 1790 feet, is a road for the adventurous only, and so is the precipitous way viâ the Bwlch Rhiw Hirnant (p. 99) from Lake Vyrnwy to Bala. The only reasonable approach to Lake Vyrnwy is from the east, and by it the stretch W. of Llanfyllin is narrow. About five miles out from Llanfyllin it receives a road, hilly and narrow, from Cann Office (Pen-y-Bont ; p. 131), and two miles farther on turns suddenly to the left on its steep way down to and round an acute 'hairpin' bend. The road that encircles the lake is a good one. Of the three roads from Chester to the North Wales coast the one by Queensferry and Flint is dull, and worse than dull in parts, though it looks attractive on the map and is the most nearly level. It is a fine drive from Mold to Ruthin, and thence up the Nant-y-Garth and the Bwlch Rhiwfelen (p. 97), and down the 'Horseshoe' to Llangollen ; but the way down the flank of the Clwydian Hills to Ruthin is steep, with a sharp elbow at Llanbedr, and from the summit of Bwlch Rhiwfelen it is essential that the way round the 'Horseshoe' to the right should be taken, since this descent, though steep, is not unsafe, whereas the road leading straight on through Pentre-dwr is breakneck. The road from Rhayader up the Elan Valley (p. 158) affords fair going as far as the nearer end of the last reservoir, but thence to its junction with the old coach road between Rhayader and the Devil's Bridge it is rough on tyres and, on the sharp descent to the old road, grass-grown. The old road itself is a derelict, altogether unsuitable for either cars or cycles, and derelict too is a long length of the direct road from Builth to Llandovery. The stretch from Garth to Llangammarch Wells is necessarily used by travellers bound for Llangammarch, but for Llanwrtyd Wells one bears to the right at Garth and to the left from the far edge of Beulah. The direct road from Builth to Brecon, rough and hilly, is commonly avoided. Both the going and the scenery are infinitely better on the alternative route viâ Llyswen and Bronllys. The way from

Talgarth to Crickhowel viâ Llangorse and Bwlch is preferable to the slightly shorter road along the flanks of the Black Mountains and through Tretower, which has a soft bed and is narrow. The stretch of the Carmarthen-Haverfordwest road from St. Clears through Whitland to Robeston Wathen, boldly marked on the maps and given in some roadbooks, is not used by the initiated. They, from St. Clears, follow the Tenby and Pembroke road through Llanddowror to Red Roses, and there (not from Llanddowror) branch to the right for Tavernspite, so as to reach Robeston Wathen by way of Prince's Gate and Narberth. The coast road from Cardigan to Aberystwyth breaks the rule as to long, steady gradients. Being mostly a succession of steep pitches, with none too good a surface, it is an unusually trying road.

Approaches to Wales. The four following routes, compiled from information courteously supplied by the Automobile Association & Motor Union, are intended as an assistance to the motorist who requires to make his way from London across England into Wales; they will be found to be the most convenient approaches to North Wales, North Central Wales, South Central Wales, and South Wales respectively. As in other parts of the book, all distances given are cumulative, unless otherwise indicated.

A. From London to Chester (N. Wales), 183½ m. — We leave London by Park Road and Finchley Road. — 12½ m. *Barnet.* — 21½ m. **St. Albans.** — 34½ m. **Dunstable.** — 46½ m. *Fenny Stratford.* — 53½ m. *Stony Stratford.* — 61½ m. *Towcester* — 73½ m. **Daventry,** 3¼ m. beyond which we cross a canal bridge and bear to the left for (81½ m.) *Dunchurch.* — 83½ m. *Blue Boar Corner* (A.A. Filling Station). — 92½ m. **Coventry** (A.A. Office, 23 Hertford St.). — Follow the Birmingham road thence to (100½ m.) *Stonebridge,* and then branch to the right and (1 m. farther) to the left for (106½ m.) *Castle Bromwich.* — 109½ m. *Erdington.* — 120½ m. *Brownhills.* — 129½ m. *Gailey.* — 136½ m. *Weston,* 1 m. beyond which we turn to the right for (143½ m.) **Newport** (Salop). — 149½ m. *Himstock,* from the farther side of which we bear to the left for (154½ m.) *Ternhill.* — At (158½ m.) *Sandford* we turn to the right for (163½ m.) **Whitchurch** (p. 39). — 183½ m. **Chester** (p. 2).

B. From London to Shrewsbury (N. Central Wales), 157½ m. — From London to (136½ m.) *Weston,* see above. — 142½ m. *St. George's,* where we branch to the left to avoid the bad stretch of road through Oakengates, and, in another ½ m., turn to the right for (145½ m.) **Wellington** (S. edge of town). — 157½ m. **Shrewsbury** (p. 125).

C. From London to Leominster (S. Central Wales), 157½ m. — We leave London by Holland Park Avenue and Uxbridge Road. — 7 m. *Ealing.* — 16 m. **Uxbridge.** — 24 m. **Beaconsfield.** — 30 m. **High Wycombe.** — 37 m. *Stokenchurch.* — 49 m. *Wheatley.* — 55 m. **Oxford.** — 63 m. *Woodstock.* — 73½ m. **Chipping Norton.** — 81½ m. *Moreton-in-the-Marsh.* — 83½ m. *Bourton-on-the-Hill.* At the top of the rise through the village we turn to the right, and in a few yards, to the left for (85½ m.) *Blockley.* — 88½ m. **Chipping Campden.** — 94½ m. **Broadway** [An alternative route leads from Bourton direct to (89½ m.) **Broadway**]. — 100½ m. **Evesham.** — 106½ m. **Pershore.** — 109½ m. *Defford.* — 112½ m. *Baughton,* 1 m. beyond which we branch to the left, and, in a few yards, turn to the right for (114½ m.) *Upton-on-Severn.* — 119½ m. *Malvern Wells.* — 121 m. *Wynd's Point.* — 124½ m. **Great Malvern.** — 132½ m. **Worcester** [An alternative route from Pershore leads viâ Drake's Broughton and Stoulton to (115½ m.) **Worcester**]. — 146½ m. *Bromyard.* — 157½ m. **Leominster** (p. 162).

D. From London to Gloucester (S. Wales), 105½ m. — From London to (55½ m.) **Oxford,** see above. — 67½ m. **Witney.** — 74½ m. *Burford.* — 83½ m.

Northleach. — 90½ m. *Andoversford.* — 96½ m. **Cheltenham.** — 105½ m. **Gloucester.** Thence to *Newport* (Mon.) and *Cardiff*, see p. 165.

Motor Tour of Wales. With the routes given above may be combined the following comprehensive tour, 547 m. in all, which is accessible from the terminal points of all the approaches from London, and affords the motorist an opportunity of visiting nearly all the sites of natural beauty or historic interest in Wales, while avoiding those more remote parts of the country where the roads are not kept in first-class motoring condition. This, with the aid of the sectional routes outlined in the text, should enable him to find his way by the best route to any point of general interest in Wales accessible to present-day motor traffic.

FROM CHESTER TO GLOUCESTER, 397 m.; TO LEOMINSTER, 409 m.; TO SHREWSBURY, 447 m.; OR TO CHESTER, 547 m. — Leaving Chester by *Grosvenor Bridge* (Pl. F 2; p. 3), we turn to the right for *Saltney*. At (4½ m.) *Broughton* church, we bear to the left for (12 m.) *Mold* (p. 45), which we quit by the Denbigh road. 24 m. *Bodfari* (p. 47), c. 1 m. beyond which we bear to the right for (27 m.) *Trefnant* (p. 49). Turning to the right beyond the railway, we keep to the left at the next fork for (30 m.) **St. Asaph** (p. 48), after which we turn to the left for (32 m.) *Bodelwyddan* (p. 49). — 36 m. *Abergele* (p. 12). — 42 m. **Colwyn Bay** (p. 13). — 47 m. **Llandudno** (p. 20). — 51 m. **Conway** (p. 15). — Recrossing the suspension bridge we turn to the right c. 1½ m. along the Colwyn Bay road to reach (64 m.) *Llanrwst* (p. 54). 68 m. **Bettws-y-Coed** (p. 56). — 73 m. *Capel Curig* (p. 70), whence we follow the Holyhead road past Llyn Ogwen and down Nant Ffrancon to (83 m.) *Bethesda* (p. 67). — 88 m. **Bangor** (p. 23). At the nearer end of the *Menai Suspension Bridge* (p. 31), we turn to the left for (98 m.) **Carnarvon** (p. 59). 106 m. **Llanberis** (p. 75). We cross the Pass of Llanberis. — 112 m. *Pen-y-Gwryd* (p. 71), where we turn to the right for (120 m.) **Beddgelert** (p. 82). — We cross over the Pass of Aberglaslyn to (127 m.) *Tremadoc* (p. 74). — 128 m. **Portmadoc** (p. 117). — 131 m. *Penrhyndeudraeth* (p. 117). 135 m. *Maentwrog* (p. 102). — We cross the bridge and turn to the right for (140 m.) *Talsarnau* (p. 117). — 144 m. **Harlech** (p. 116). — 155 m. **Barmouth** (p. 111). — Hence we follow the N. side of the Mawddach Estuary to (163 m.) *Llanelltyd* (p. 106), and there turn to the right for (165 m.) **Dolgelley** (p. 103). — Thence we follow the S. side of the Estuary to (172 m.) *Arthog* (p. 91). — 186 m. *Towyn* (p. 140). — 190 m. *Aberdovey* (p. 140). — 200 m. **Machynlleth** (p. 137). — From here we proceed through Tal-y-bont (p. 139; not through Borth) to (218 m.) **Aberystwyth** (p. 142). — 230 m. **Devil's Bridge** (p. 145). — 232 m. *Yspytty Cynfyn* (p. 145). — A small 'watersplash' on the direct road to (234 m.) *Dyffryn Castell* (p. 147) may be avoided by taking the left fork beyond Yspytty

Cynfyn, and then turning to the right through *Pont Erwyd*. — For the direct route from Aberystwyth to Dyffryn Castell, see p. 147. — 245 m. *Llangurig* (p. 148). — 255 m. **Rhayader**, for the Elan Valley Reservoirs (p. 157). — We follow the Pen-y-bont road (l.) for 8 m. and then branch to the right for (266 m.) **Llandrindod Wells** (p. 150). — 274 m. **Builth** (p. 159). — 281 m. *Erwood* (p. 160). — 285 m. *Llyswen* (p. 161). — Here we take the Hay road to (288 m.) its junction with the Hereford-Brecon road, and then branch to the right for (299 m.) **Brecon** (p. 194). — 307 m. *Bwlch* (p. 178). — 313 m. *Crickhowel* (p. 178). — 319 m. **Abergavenny** (p. 175). — 328 m. *Raglan* (p. 173). — 336 m. **Monmouth** (p. 185). — 339 m. *Staunton*. — 341 m. *Coleford*. — 346 m. *St. Briavels* (p. 186). — 354 m. **Chepstow,** and thence over the *Wyndcliff* (p. 186) to (359 m.) **Tintern Abbey** (p. 186). —364 m. *Bigsweir* (p. 180). — 370 m. **Monmouth.**

From Monmouth we may proceed direct to (397 m.) **Gloucester,** viâ (374 m.) *Whitchurch*, (380 m.) *Wilton*, (381 m.) *Ross* (p. 183), and (390 m.) *Huntley*.

Beyond Monmouth we proceed to (374 m.) *Whitchurch* (p. 180), where we turn to the right for (375½ m.) **Symond's Yat** (p. 185), to return again thence to (377 m.) *Whitchurch*. — 379 m. *Goodrich* (p. 185). — 383 m. **Ross** (p. 183). Hence we follow the Ledbury road for 3 m. and then bear to the left for (391 m.) *Fownhope* (p. 180). — 393 m. *Mordiford* (p. 180). — 397 m. **Hereford** (p. 180). — 405 m. *Hope-under-Dinmore* (p. 161). — 409 m. **Leominster** (p. 162). — Hence we proceed viâ *Brimfield* (not viâ Richard's Castle) to (420 m.) **Ludlow** (p. 162). — 428 m. *Craven Arms* for *Stokesay Castle* (p. 161). — 435 m. *Church Stretton* (p. 161). — 447 m. **Shrewsbury** (see below and p. 125). — 464 m. *Whittington* (p. 38). — 466 m. *Gobowen* (p. 38). — 469 m. *Chirk* (p. 37). — 476 m. **Llangollen** (p. 92). — 486 m. *Corwen* (p. 87). — 499 m. **Bala** (p. 97), whence we return viâ (512 m.) *Corwen* to (522 m.) *Llangollen*. — 528 m. *Ruabon* (p. 37). — 533 m. **Wrexham** (p. 35). — 539 m. *Farndon* (p. 36), where we turn to the left for *Churton* and (542 m.) *Aldford* (p. 2). — 547 m. **Chester** (p. 2).

From Shrewsbury we may proceed direct to (486 m.) Chester, viâ (453 m.) *Harmerhill*, where we bear to the left for (463 m.) **Ellesmere** (p. 39). Thence we go on through (468 m.) *Overton* (p. 37) to (475 m.) **Wrexham** (p. 35) and so through *Rossett* to (486 m.) **Chester.**

Cycling. By reason of its mountainous surface, Wales is, generally speaking, a more difficult country than England for the cyclist. In the season the main roads are apt to be congested with motor traffic, and the by-roads, though more secluded, are often built with very steep gradients, and are not notable for the excellence of their surface. — The rule of the road is to keep to the left and overtake on the right. Lighting-up time is ½ hr. after sunset, after which cycles must

show a white light in front; a red light in the rear, though no longer compulsory, is often advisable. The *Cyclists' Touring Club* (288 Euston Rd., London, N.W. 1) has a useful information bureau, and members (subscription, 10/ per annum; entrance fee, 1/) are entitled to reduced prices at certain hotels. Road-books and maps, see p. xlix.

V. NOTES FOR FISHERMEN.

By Walter M. Gallichan

THE numerous main rivers and tributaries contain salmon, sea trout (known locally as "sewin"), and brown trout, and in some streams grayling abound. There are many mountain lakes holding trout, and in some districts general fish. Sea anglers will find sport with bass, mackerel, and various flat-fish at most of the coast resorts. The fly-fisher should be provided with a 14 ft. or 16 ft. salmon rod, a 10 ft. trout rod, gaff, landing net, and wading stockings. The ordinary dressings of artificial flies will attract Welsh trout, but local patterns can be bought in the various fishing districts. In heavy water the usual sea-trout flies are used, but in clear streams medium-sized trout flies are often preferred. Spinning for salmon and trout is permitted in several rivers, and the natural minnow is often an effective bait used in the 'sink-and-draw' fashion or upon a 'Dee tackle.' For river trout fishing the best months are April and May, but much depends upon the rainfall and general weather conditions. Sea trout begin to run in some rivers in June, and the migrations continue till October. There is also a spring and autumn run of salmon. Conservancy licences vary in cost, and are issued for the season, month, week, or day. They can be purchased at most post offices. There are several free streams and lakes, and (71) rly wide choice of hotel and club waters. (82).

North Wales. The Tway, Glaslyn, Dysynni, Dovey, and their tributaries co. Pa salmon, sewin, and brown trout. *Bettws-y-Coed* (p. 56) is We onvenient centre for the Conway and some minor streams. The local association issues daily, weekly, and monthly fishing tickets. Salmon begin to run in May, and September and October are good months. Llyn Elsi, 1 mile from the village, holds good trout, and may be fished for 5/ a day, with an extra charge for a boat. — Around *Capel Curig* (p. 70) and *Pen-y-Gwryd Hotel* (p. 71) there are many mountain lakes, the best being Crafnant, Dywaunedd and Cowlyd. Llyn Ogwen (p. 64), reached from *Bangor* (p. 23), is a favourite lake for summer fly-fishing, and leave may be obtained for fly-fishing on Lord Penrhyn's length of the river Ogwen. From *Beddgelert* (p. 82) the visitor can fish the Glaslyn, which holds many sewin and a fair number of

salmon, from May till October. Short period tickets can be bought at the hotels. There are several free lakes within 5 miles of Beddgelert, one of the best being Dinas. At *Llanberis* (p. 75) hotel visitors can fish in two large lakes. — There are several small rivers flowing into the sea between Carnarvon and Pwllheli (pp. 123, 124). Tickets are issued locally. Most of these rivers hold salmon and sewin after May. — The Artro at *Llanbedr* (p. 115) is a favourite stream. — At *Towyn* (p. 140) the Dysynni affords very fair sea-trout fishing after a flood, and there is free water and a ticket length. Boats can be hired for the wide and deep lower lengths of this river. There is excellent lake fishing from May till autumn in Tal-y-Llyn (p. 141), a mile-long lake, with a well-known hotel, and boats are provided. — Most of the Dovey is preserved by a limited club, but there is some hotel water at *Dinas Mawddwy* (p. 135) and *Mallwyd* (p. 135). — The secretary of the Angling Association at *Aberystwyth* (p. 142) will give information to anglers concerning preserved streams and lakes in the vicinity.

The Dee from Bala downwards has several fishing stations. From *Bala* (p. 97) the angler has the choice of spinning for heavy trout and pike in the lake or fly-fishing in a preserved stretch of the Tryweryn, an affluent of the Dee. The Angling Association of *Corwen* (p. 87) issues tickets for trout and grayling fishing on an open reach of the Dee. Lower down the river is preserved by the Glyndwr Association (tickets for visitors) and the best quarters are at *Glyn Dyfrdwy* (p. 87), *Berwyn* (p. 86), and *Llangollen* (p. 92). Below Llangollen there is moderately good trout fishing, and tickets are issued in the town.

At *Ffestiniog* (p. 101) a local angling society preserves several lakes and provides boats. Daily and weekly tickets can be obtained. Two rivers can be reached from *Criccieth* (p. 118), and both contain salmon and sewin in the summer. — At *Rossett* (p. 35) an association grants tickets for fishing in the Alun. — There are a few lakes and small rivers in *Anglesey* (p. 27) that afford fair sport with sewin after June. Sea-fishing is good at times.

Central and South Wales.—The Severn and Lake Vyrnwy. The upper Severn can be fished from *Llanidloes* (p. 157), where an association preserves many miles of the main river and tributaries. A reservoir, about 4 miles from *Newtown* (p. 132), yields good baskets of trout occasionally. *Lake Vyrnwy Hotel* (p. 43) has the fishing rights in a fine lake, 4 miles long, and numerous hill streams. There are boats and attendants for visitors. The nearest station is Llanfyllin (p. 41). At *Llanymynech* (p. 40) visiting anglers will find sport with trout and grayling in the Vyrnwy river, a tributary of the Severn. There are general fish in this stream.

The Wye. For the upper waters headquarters are *Llangurig* (p. 148; hotel length) and *Rhayader* (p. 157). Near

Rhayader is a big lake, the Birmingham Corporation Reservoir, holding plenty of trout (day, week, and month tickets). At *Hay* (p. 187) there is mixed fishing in the Wye. Most reaches of the Wye are reserved for salmon fishing. There is fair fishing for visitors to *Builth Wells* (p. 159). Big pike are often caught in the Wye.

For the Teifi the most convenient centres are *Tregaron* (p. 226), *Lampeter* (p. 225), *Llandyssul* (p. 224), and *Newcastle Emlyn* (p. 225). At these places fishing for trout can be arranged by hotel proprietors, and leave to fish for salmon is sometimes granted. Llandyssul has a hotel water for salmon. — The Towy contains salmon, sewin, and brown trout, and fishing permits are granted at the hotels at *Carmarthen* (p. 221), *Golden Grove* (p. 155), and *Llandilo* (p. 154). During summer floods many sewin ascend the Towy. — At *Llandrindod Wells* (p. 150) and also at *Pen-y-Bont* (p. 150) hotel visitors can fish for trout in the Ithon.

THE USK. There are many ticket-lengths on this famous salmon and trout river from *Senny Bridge* (p. 193) downwards. Particulars as to charges can be obtained from H. S. Lyne, Esq., Westgate Chambers, Newport, Monmouthshire. A seven days' salmon licence costs 10/, and the charge for angling varies in different lengths. The Association sells daily and weekly tickets at *Brecon* (p. 194), *Usk* (p. 172), and *Abergavenny* (p. 175). Wading is necessary. Good baskets of trout are made from April to June and in September. Bait fishing is allowed at certain times upon some lengths. There are numerous hotels and inns on the river bank.

At the *Llanthony Abbey Hotel* (p. 177), 10½ miles from Abergavenny and 6½ miles from Llanfihangel (p. 176), visitors have leave to fish on about 4 miles of a trout stream, where there is good dry-fly water. — At *Llangammarch Wells* (p. 151) the hotels have fishing rights on the Yrfon and Dulas, which hold salmon, trout, and dace. — *Llangorse Lake* (p. 192), reached from *Brecon* (p. 194), is noted chiefly for pike fishing in autumn and winter. There are several boats on hire.

The Taff and Ely, reached from *Cardiff* (p. 199), hold general fish and a fair number of trout. Tickets are sold by the Taff and Ely Association. There is also trout fishing in the Ewenny stream. — In the *Gower Peninsula* (p. 215) there are one or two small trout brooks, and leave is sometimes given for fishing in lakes containing tench, carp, perch, etc. — The Cleddau and affluents are reached from *Haverfordwest* (p. 238), and the trout fishing is fair. — Three miles of the Gwaen, a sewin and trout river, are preserved by the G.W.R. for visitors to the *Fishguard Bay Hotel* (p. 223). Tickets can be obtained also for the West Cleddau, which has a run of sewin and a few salmon in flood.

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1. CHESTER

CHESTER (40,794 inhab.), the county town of Cheshire, is situated on the right bank of the *Dee*, 7 m. above its estuary, and is one of the principal 'gates' to North Wales. With its well-preserved walls, its famous 'rows,' its quaint timber houses, and its fine cathedral, it is one of the most mediæval-looking towns in England.

Railway Stations. *General Station* (Pl. B 8; Rfmts.), ¾ m. N.E. of the centre of the town, for the L. & N.W.R. and G.W.R. — *Northgate Station* (Pl. A 5; Rfmts.), ½ m. from the centre and ⅝ m. from the General Station, for the 'Cheshire Lines' and the G.C.R.

Hotels (omn. meet the trains). GROSVENOR (Pl. D 5), Eastgate St.; QUEEN (Pl. B 7, 8), R. 7/6, D. 7/6, opposite the General Station; BLOSSOMS (Pl. D 5), Foregate St.; WESTMINSTER (Pl. B 7), R. from 4/6, D. 4/, WASHINGTON (Pl. B 7), temperance hotels in City Road; BULL & STIRRUP (Pl. B 4), Upper Northgate St.

Restaurants. *Bolland's*, 38 & 40 Eastgate Row; *City Café*, 44 & 46 Northgate St., opposite the Market; *Haswell's*, 70 Foregate St.; *Blake's, Cecil*, Bridge St.; *City Grill*, 14 Foregate St.

Baths. *Public* (Pl. D 6), Union St.; *Turkish* (Pl. D 4), Bridge St.; *Swimming*, in the Dee, between the bridges.

Post Office (Pl. D 5), St. John's St.

Cabs. First mile 1/ (over 2 pers. 1/6), each additional ½ m. 6d.; first hour 2/6, each additional ½ hr. 6d. — TAXICABS, 6d. for ½ m., each addit. ½ m. 2d.

Tramways from the *General Station* through the town and over Grosvenor Bridge (2d.) to the Grosvenor Lodge of *Eaton Park* (2½d.) and *Saltney* (4d.); from *St. Werburgh's St.* (Pl. C 5) viâ Boughton to *Tarvin Bridge* (2d.) or *Christleton Road* (2d.) — MOTOR-OMNIBUSES run from Market Square to *Connah's Quay*, and to *Aldford* and *Farndon*; and from Lower Bridge St. to *Hawarden* and *Mold*, and to *Wrexham* and *Llangollen*.

Steamers (landing stage, Pl. E 5) ply on the Dee in summer to (3¼ m.) *Eccleston Ferry* (1, return 1/6) and the (5½ m.) *Iron Bridge* at Eaton (p. 8; 1/6, ret. 2/6), some going on to *Farndon*, opposite *Holt* (p. 36). — ROWING BOATS for 2 pers. 1/6, 4 pers. 2/6, 8 pers. 3/ per hr.

History. Chester, the Roman *Deva* or *Castra Devana* (the 'camp on the Dee'), was for centuries after A.D. 60 the headquarters of the famous 20th legion ('valens victrix'). It was known also as *Castra Legionis*, from which its Welsh name *Caerleon* and its Anglo-Saxon name *Lægeceaster*, shortened to *Ceaster*, were derived. After the departure of the Romans the town was successively in the hands of the British, the Saxons, and the Danes, and in 908 was rebuilt by Ethelred of Mercia. In 973 Edgar here received the homage of eight British chieftains, who, according to the legend, rowed his barge on the Dee. Chester held out longer than any other English city against William the Conqueror, who in 1070 granted it, with as much land as he could win from his Welsh neighbours, as a county palatine to his nephew, Hugh Lupus. The earldom of Chester was united with the Crown by Henry III in 1237, and since 1301 has provided one of the titles of the eldest son of the sovereign. During the Civil War the town held out stoutly for Charles I, but after the battle of Rowton Moor (Sept. 1645), fought about 3½ m. S.E., it was starved into submission on Feb. 3rd, 1646. From the 13th to the 17th cent. Chester was famous for its mystery-plays and pageants.

The first duty of the visitor to Chester is to make the circuit (c. 2 m.) of the old city by the paved path on the top of the ancient ***City Walls**, which entirely enclose it in an irregular rectangle. The existing walls (12–40 ft. high), of red sandstone, are not older than the 14th cent., though they follow the line of the Roman walls, except on the S. side, where

they deviate to include the site of the castle. The foundations are probably Norman, but the principal gates are comparatively modern (1769–1810).

"The tortuous wall—girdle, long since snapped, of the little swollen city, half held in place by careful civic hands—wanders, in narrow file, between parapets, smoothed by peaceful generations, pausing here and there for a dismantled gate or a bridged gap, with rises and drops, steps up and steps down, queer twists, queer contacts, peeps into homely streets and under the brows of gables, views of cathedral tower and waterside fields, of huddled English town and ordered English country" (Henry James).

From the General Railway Station (Pl. B 8) City Road and *Foregate Street* (Pl. D 5, 6), the ancient Watling Street, lead to the *East Gate* (Pl. D 5), where we ascend the steps on the right.

At the top of the steps we turn to the right (N.), and on the left have a fine view of the cathedral (p. 5). We cross the *Kaleyard Gate*, a postern at the end of Abbey St. (Pl. C 5) leading to the former kitchen-gardens of the abbey. From the *Phœnix Tower* (Pl. B 5), at the N.E. angle of the walls, Charles I. witnessed the defeat of his troops at Rowton Moor (see p. 2). The name refers to the crest of the Painters' and Stationers' Guild, which formerly occupied it. It now contains a small museum (adm. 1*d.*). The N. wall, part of which may be Norman work, is skirted by the Shropshire Union Canal, on the site of the old moat. Beyond the *North Gate* (Pl. B 4; 1809-10), once used as the city prison, we reach *Morgan's Mount*, a watch-tower commanding a splendid view of the Welsh hills, and *Pemberton's Parlour*, a semicircular tower rebuilt in 1884, with an inscription recording the restoration of the city walls in 1701. On the left is the *Barrow Field*, where those who died of the plague were buried. The N.W. corner of the walls is intersected by the railway. At the angle is *Bonwaldesthorne's Tower* (Pl. B 3), connected by a projecting wall with the *Water Tower* (now a museum; adm. 1*d.*), an outwork built in 1322 and once washed by the Dee (marks of the mooring-place are still to be seen on the Water Tower). In the adjacent allotment-gardens below are preserved a hypocaust and other Roman remains. From Bonwaldesthorne's Tower the wall runs S. to the *Water Gate* (Pl. D 8; 1789), beyond which we see, on the right, the *Roodee* or *Roodeye* (Pl. E 1, 2), the beautiful but somewhat circumscribed racecourse (1 m. in circuit) on which the Chester Cup has been decided every May since 1540. Near the S.W. angle of the walls the Dee is crossed by the *Grosvenor Bridge* (Pl. F 2), a single stone arch 200 ft. in span, built in 1832. The S. wall, which, unlike the others, is irregular in outline, runs between the castle (p. 4) and the Dee. We cross the *Bridge Gate* (Pl. E 4; 1782), near the Dee Bridge (see below). At the S.E. angle of the walls are the *Wishing Steps* (Pl. E 5), where, according to local belief, he who can run up and down, and up again, without taking breath will obtain the fulfilment of his wish. Farther on we obtain a view of St. John's Church (p. 7) and the Bishop's Palace on the right, cross the *New Gate* (Pl. D 5), dating from the reign of Edward VI, and regain the East Gate, whence we started.

The *Dee Bridge* (Pl. F 4) is a picturesque old structure of seven irregular arches, erected in 1280. The *Causeway* (Pl. F 5), or weir, crossing the river diagonally to the E. of the bridge, is said to have been constructed by Hugh Lupus to provide power for the famous old *Mills of Dee*, which stood here until 1909 on the site of the present electric power station.—The suburb of *Handbridge*, on the opposite side of the river, is the seat of the Dee salmon-fishery, still of some importance. Adjoining the bridge here is a park known as *Edgar Field*, connected by tradition with King Edgar (see p. 2); in it is 'Edgar's Cave,' with a rough Roman (?) sculpture. — The *Suspension Bridge* (Pl. E 6) farther up crosses the river to the residential suburb of *Queen's Park*.

In the centre of the old part of the city, with its fine old Tudor timbered houses, are the famous ***Rows**, galleries or arcades forming continuous passages along the first floor of the houses. These may perpetuate a tradition from

Roman times; a similar arrangement is found (but o the ground-floor) in some of the mediæval towns of Switzer land and N. Italy. *Eastgate Row*, on the S. side of EAST GATE STREET (Pl. D 4, 5), contains some of the best shops i Chester. Nos. 40 and 42 have ornate facades, and beneat No. 34 is an ancient vaulted crypt, a relic of an old religiou house (adm. free). *High Cross*, at the end of Eastgat St., marks the site of the ancient city cross, which was de stroyed at the capture of the city in 1646. Thence we follow BRIDGE STREET (Pl. D 4) to the S. On the left is *Bridge Stree Row*, on the right *Scotch Row*, the quaintest and oldest o all. At No. 39, on the left, are the remains of a Roman bath consisting of a hypocaust and a tank supplied by a spring (small fee). At No. 12 is another vaulted crypt (c. 1230) In Lower Bridge St., farther on, are the *Falcon Inn*, at the corner of Little Cuppin St., dating from the end of the 16th cent. and restored in 1865; the *Old King's Head*, at the corner of Castle St., a good specimen of the Elizabethan style; and the *Bear & Billet*, near the Bridge Gate (p. 3), dating from the middle of the 17th cent. and down to 1867 the town-house of the Earls of Shrewsbury.

Castle St. (Pl. E 4) leads to the W. from Bridge St. to the **Castle** (Pl. E 3, 4), a group of classical buildings (1829), comprising the assize courts, the county gaol, barracks, etc. The bronze equestrian statue of Field-Marshal Viscount Combermere (d. 1865), in front of the entrance in Grosvenor St., is by Marochetti. The castle was founded c. 1070 by Hugh Lupus, but the only ancient part is the 13th cent. 'Cæsar's Tower,' to the S.W., now used as a magazine, with a small chapel in its upper part. — The Perp. church of *St. Mary* (Pl. E 4), adjoining the castle on the E., contains two 17th cent. monuments.

At the corner of Castle St. and Grosvenor St. is a modest memorial to Matthew Henry (see below), and a little way down Grosvenor St., on the right, is the *Grosvenor Museum* (Pl. E 4; open on week-days 10-5; adm. 3*d*., free on Wed.), with an interesting collection of Roman antiquities found in Chester (altars, coins, and inscriptions), a number of local curiosities (pillory, branks, etc.), and a natural history collection. The building contains also the Science & Art and Technical Schools.

From High Cross (see above) WATERGATE STREET (Pl. D 3, 4), with rows on either side, and three of the finest timbered houses in England, runs to the W. in continuation of Eastgate St. On the left (S. side) is *God's Providence House*, dating from 1652 but rebuilt after a more ornate design in 1862. It derives its name from the pious motto under the gable: "God's Providence is mine inheritance." No. 11 has the finest mediæval crypt in the city, dating from c. 1180 (adm. 1*d*.). No. 29, farther down, on the same side, is *Bishop Lloyd's House* (adm. free daily), built in 1615 and richly carved and pargetted with scriptural subjects. At the corner of Weaver St. is the old *Custom House Inn* (1637); and at the corner of Nicholas St. is the *Yacht Inn*, where Dean Swift once stayed. *Trinity Church* (Pl. D 3) on the opposite side of the street, contains the tombs of Matthew Henry, the commentator (d. 1714), and Thomas Parnell, the poet (d. 1718). Beyond Nicholas St. a passage on the left admits to

Derby House, once the residence of the Stanley family, dating from 1591, with three ornate gables facing the courtyard (now a shop ; adm. 6*d*.). In Stanley St., to the N. of Watergate St., is the old *Linen Hall* (Pl. C 3), once the mart for Irish linens.

In NORTHGATE STREET (Pl. B, C 4), which runs N. from the High Cross, the rows are on the ground-floor. Beyond the *Music Hall*, which has a Perp. façade in St. Werburgh's St., Northgate St. expands into a square, on the left side of which are the *Market* and the modern Gothic *Town Hall* (1869 ; visitors admitted on week-days ; paintings, charters, civic plate, etc.). Opposite is the cathedral. The *King's School* (Pl. C 4), founded by Henry VIII, which partly masks the W. front of the cathedral, occupies a handsome modern building by Blomfield (1876), on the site of the abbot's lodging. To the left (N.) is the old *Abbey Gateway* (14–15th cent.), leading into the Abbey Square, with good interior stonework.

The ***Cathedral** (Pl. C 4, 5), situated in the N.E. corner of the old town, and approached from Northgate St. or from Eastgate St. viâ St. Werburgh's St., is a building of considerable interest and beauty, though not in the first rank of English cathedrals. Built of new red sandstone, it exhibits a variety of architectural styles ranging from Norman to late-Perpendicular. The nave, transepts, choir, Lady Chapel and chapter-house, etc., are open free daily till 5 or 6 p.m. ; adm. to the crypt 6*d*., and to the tower (good view) 1/.—Services on Sun. at 10.30, 3.30, & 6.30 ; on week-days at 10.15 & 4.15. Organ recital after the Sun. evening service.

HISTORY. The site of the cathedral was formerly occupied by a college of secular canons, dedicated to St. Werburgh (d. about 700), fourth abbess of Ely, whose relics were transferred hither in 875 by Elfreda, the daughter of King Alfred. In 1093 it was transformed into a Benedictine abbey by Hugh Lupus, with the assistance of Anselm, Abbot of Bec. The chief remnants of the Norman abbey-church are to be found on the N. side of the cathedral (p. 6). After 1200 the church began to be rebuilt in the Gothic style, the next oldest parts being the E.E. chapter-house (early 13th cent.) and Lady Chapel (c. 1265). The choir is a mixture of E.E. and early Dec. (1280-1300), and the nave arcades date from the early 14th cent., while the W. front and the upper parts of the central tower, nave, and S. transept were rebuilt in the late-Perp. style by Abbot Ripley (1485-92). At the Reformation (1541) Henry VIII converted the abbey-church into the cathedral of the new diocese of Chester. The title 'Bishop of Chester' frequently occurs at a previous date, the Mercian see of Lichfield having been transferred to Chester for a few years in the 11th cent. (comp. p. 7). The whole cathedral has been restored since 1858 by Sir Gilbert Scott and Sir Arthur Blomfield.

Exterior. The W. front of the cathedral, in spite of its fine Perp. window, is somewhat lacking in dignity. On the S. side we note the S.W. porch, with its upper chamber, built in the Tudor period. The doorway inserted in the window at the S.W. corner of the huge S. transept was used as the entrance to the parish church (see p. 6). On the corbels of the S. end of the transept are modern grotesque carvings in the mediæval style, representing Disraeli, Gladstone, Dr. Kenealy, etc. The apsidal termination of the S. choir-aisle has a quaint conical roof, designed by Sir Gilbert Scott from indications in the old masonry. The best view of the E. end is obtained from the city wall (p. 3).

Interior. We enter by the S.W. porch. From the W. end of the NAVE, raised a few steps above the rest of the pavement, we have a vista of great simplicity and beauty, enhanced by the warm red colour of the stone. The W. part of the nave is late-Perp., the rest of the bays are in the Dec. style. The place of a triforium is taken by a plain frieze; the clerestory is late-Perpendicular. In the easternmost bays the arches are continued down to the ground without capitals (as are the great E. and W. arches below the central tower). At the W. end of the late-Perp. S. aisle, in the base of an unfinished tower, is the *Consistory Court*, with Jacobean furniture. The wall of the N. aisle, now covered with mosaics of Scriptural scenes (1886), is Norman; at its W. end, in the base of an unfinished Norman tower, is the *Baptistery*, with an ancient Byzantine font. From the E. end of the aisle a Norman doorway (c. 1100) leads into the cloisters (p. 7). The small NORTH TRANSEPT, over the entrance to which is the stone organ loft, was part of the original Norman church. It is of special interest for the contrast it shows between early and late Norman masonry, the earlier work being distinguished by smaller stones with larger joints. The windows and the roof are Perpendicular. In the centre is a modern monument, by Blomfield, to Bp. Pearson (1673-86), author of the 'Exposition of the Creed.' A mural tablet commemorates Randolph Caldecott, the artist (1846–86). A Norman archway on the E. side leads into the Canons' Vestry (p. 7), which replaces a Norman apse. Above is a small row of triforium-arches of the earliest period. The SOUTH TRANSEPT (14th cent., Dec., completed in 15th cent. Perp.), with both W. and E. aisles, is as large as the choir and nearly as large as the nave. From 1486 to 1876 it was used as the parish church of St. Oswald, and at one time it was walled off from the rest of the cathedral.

Among the flags of the Cheshire Regiment in this transept are two that were present at Bunker Hill (1775). — The Union flag at the crossing was flown by H.M.S. 'Chester,' the ship in which Boy Cornwell, R.N., won the Victoria Cross at the battle of Jutland (1916).

The CHOIR was built in the 13th cent., the E. wall and the two easternmost bays being E.E. in character, while the other three bays are early Dec., of a somewhat later date. Above is a beautiful triforium; the clerestory is later work (1275-1300). The tabernacled **Stalls*, in the early-Perp. style (c. 1390), are rivalled only by those at Lincoln and Beverley; the canopies, bench-ends, and misericords deserve careful examination. The choir-screen is by Scott. The bishop's throne, the pulpit, the marble pavement, and the altar are modern. — The SOUTH CHOIR AISLE was lengthened to the E. about 1500, but the E.E. apsidal termination was restored by Scott. An extraordinary tradition long regarded the altar-tomb in the middle of this aisle as that of the German Emperor

Henry IV (d. 1106). Near the door is a tomb thought to be that of Ranulf Higden (d. 1364), the author of 'Polychronicon.' The gates of both choir-aisles are of Spanish ironwork (1558). — The NORTH CHOIR AISLE contains some remnants of the Norman church, including the bases of two piers and a capital. A band of dark marble in the pavement marks the line of the Norman apse. At the W. end is the entrance to the *Canons' Vestry*, which shows both Norman (W. side) and E.E. styles. This choir-aisle still retains its late-Perp. prolongation (c. 1500), which is now fitted up as a chapel. — Thence we pass through a doorway occupying the place of one of the original windows into the LADY CHAPEL, which, though much restored, is a beautiful specimen of E.E. (late 13th cent.). At the W. end, behind the high-altar, are the reconstructed fragments (pedestal and crown) of the *Shrine of St. Werburgh* (c. 1330), which originally stood in the easternmost bay of the choir, when the high-altar was placed one bay farther to the W.

Precincts. The conventual buildings lie to the N. of the church, instead of occupying the more usual position to the S. From the N. transept or the E. walk of the cloisters we enter the *CHAPTER HOUSE, which, with its vestibule, is E.E. at its best (1240–50). It is rectangular in shape, like most of the early monastic chapter-houses, and now contains the cathedral library. The graceful way in which the mouldings in the vestibule run up into the vaulting without capitals is an unusual feature in such early work. — The CLOISTERS are Perpendicular. In the S. walk and in part of the W. walk there is a double arcade. The wall of the S. walk, which is also the wall of the N. nave-aisle of the cathedral, is Norman, and contains tombs of abbots in its recesses. Here, too, is buried Dean Howson (d. 1885). At the end of this walk a late-Norman passage leads to the W. front of the cathedral. On the W. side of the cloisters a doorway leads to a large early-Norman UNDERCROFT, with two vaulted aisles, formerly the abbot's cellars; above was the guest-house. To the S., above the late-Norman passage, is the bishop's chapel, with a fine Jacobean ceiling. On the N. side of the cloisters lies the E.E. REFECTORY of the monks, formerly entered by a fine doorway towards the W. end. The hall has been mutilated by a passage driven through it to connect the cloisters with the Abbey Square. Inside is a *Lector's Pulpit, with a staircase in the wall, the only other complete example of which in England is at Beaulieu. At the N.E. corner of the cloisters is probably the COMMON ROOM of the novices, a vaulted building of two aisles (restored). Between it and the vestibule of the chapter-house is a passage or slype called the *Maiden's Aisle*, with an elaborate roof; it formerly led to the monks' infirmary.

From the cathedral we return viâ St. Werburgh's St. to the East Gate (p. 3), whence a narrow passage on the left (N.) leads to the *King's Arms Kitchen* (Pl. C, D 5), an inn where a mimic mayor and corporation, said to have been established by Charles I, used to meet until c. 1907. Beyond the gate we follow St. John's St. to the right, then Little St. John's St. to the left, to ***St. John's Church** (Pl. E 5, 6), finely situated above the Dee, outside the walls of the old city. Built about 1075, it was for about ten years the cathedral of the diocese of Mercia (see p. 5). The present building is little more than part of the nave of the Norman collegiate church. The central tower fell in 1468, destroying much of the choir, and again in 1572; in 1574 the fall of the N.W.

tower destroyed the W. end of the church; and in 1881 the lofty detached belfry erected on its site fell in its turn, crushing the beautiful N. porch. The belfry has been replaced by an incongruous modern erection on the N.E., but the porch has been restored in its original (E.E.) form. — The *INTERIOR (open 9–12 and 1–5; handbook 6*d.*) is a fine example of stately Norman architecture. The massive pillars and arches are early-Norman, dating from about 1095, but the charming triforium of four arches to each bay and the aisles are in the transitional style of about a century later. The clerestory above is E.E., with pointed arches. The Warburton Chapel, on the S. side of the altar, contains a curious skeleton monument. The handsome W. window by Edward Frampton (1890) illustrates the history of Chester.

The picturesque ruins of the choir and Lady Chapel, showing some beautiful transitional Norman work, should be examined (sexton at 1 Lumley Place, if not in the church). The 'crypt' is a fine 13th cent. vaulted chamber containing four Saxon crosses; in a former residence built above it De Quincey (as a boy) and his mother lived for some time. — By the S. wall of the churchyard is the 'Anchorite's Cell,' to which, according to a curious legend, King Harold is said to have retired after the battle of Hastings.

Beyond the church on the E. is the pretty *Grosvenor Park* (Pl. D 6, 7), 20 acres in area, commanding a fine view of the river from its S. side.

Eaton Hall, the magnificent seat of the Duke of Westminster, situated on the Dee, 4½ m. S. of Chester, may be reached in summer by river-steamer (see p. 2) or excursion-brake. The tramway (see p. 2) passes 3 m. N.W. of the hall. The large deer-park is open at all times to the public. Steamer-passengers alight either at *Eccleston Ferry*, 1½ m. below the hall, and walk through the park, or at the *Iron Bridge*, just above it. The present hall, the fourth on the same site, was built in 1867–80 from the designs of A. Waterhouse. In normal times it is open to the public on week-days in summer (adm. 1/, gardens 6*d*.). In front stands a colossal bronze equestrian figure, by G. F. Watts, of Hugh Lupus (p. 2), an ancestor of the duke. The 'Golden Gate' leading into the courtyard dates from the 17th century. In the stableyard is a group of a horse and groom, by Boehm. The interior of the hall is fitted up in the most sumptuous fashion and contains paintings by Rubens, Snyders, West, Millais, etc.

Hawarden (p. 36), 6 m. W. of Chester, is best reached by the G.C.R. from Northgate or Liverpool Road Station (in ½ hr.; passengers usually change at *Connah's Quay & Shotton*, p. 36), or by motor-omnibus from Lower Bridge St. (in ½ hr.).

From Chester to *Denbigh*, see Rte. 9; to *Shrewsbury*, see Rte. 6; to *Crewe*, *Warrington*, *Manchester*, etc., see the *Blue Guide to England*.

2. FROM CHESTER TO BANGOR

59¾ m. L. & N.W.R. (General Station) in 1¾-3 hrs. (18/4½, 8/8); to (47¾ m.) *Llandudno* in 1½–2½ hrs. (14/7, 6/11). This route, the chief means of access to N. Wales, forms part of a main passenger line between England and Ireland (Chester to Holyhead, 84½ m. in 1¾–3½ hrs.; London to Holyhead, 263¾ m. in 5¼ hrs.). The Irish mail trains pass Bangor without stopping. The line has the sea on the right; on the left the views are for the most part restricted.

ROAD, 61½ m. Beyond Grosvenor Bridge (Pl. F 2) we diverge to the right, through Saltney, for (4½ m.) *Broughton* church, where we take the left fork, avoiding the lower road through Holywell and Rhyl. — 12 m. *Mold* (p. 45). — 24 m. *Bodfari* (p. 47). — 27 m. *Trefnant* (p. 49). — At a fork ½ m. farther

Sewage Works
Gladstone Avenue
Vernon Road
Catherine Str.
Seacroft Road
North Basin
Dee Basin
Swing Bridge
Water Tower Museum
Bonwaddesthorne Tower
Pemberton's Parlour
Morgan's Mount
Barrow Field
Allotment Gardens
Kennedy of Ramon Fort
Curzon Park Golf Course
RIVER DEE
Electric Light Works
Cable Bank
Gas Works
Water Gate
Grand Stand
L. & N. W. RAILWAY from Holyhead and G. W. R. to London
Race Course
ROODEE
Grosvenor Bridge
Curzon Park
Grosvenor Lodge for Eaton Hall
Cemetery
To Hawarden
Little Roodee
THE CASTLE
Walls
Handbridge
Tobacco Factory
Electric Tower Sta.
Dee Bridge
The Causeway or Weir
Thimbleby's Landing Stage
Duke Str.
Castle Street
Grosvenor Museum
Barracks
Stanley Palace
Grosvenor Street
Grosvenor Hotel
Talbot Hotel
Turk Baths
Roman Bath
Commonhall Str.
The Friars
Grey Friars
Black Friars
St. Martin's Ch.
Grosvenor Bridge
Rectory
St. Francis R.C. Ch.
Falcon Inn
Drill Hall
St. Michael's Ch.
Holy Trinity
St. Peter's Ch.
Old Stanley Palace
Bishop Lloyd's Palace
Old Goods Rows
Providence Ho.
Watergate Ho.
Old Tower Hall
Queen's School
General Infirmary
Princess Str.
Hunter Street
Fire Sta.
Ring Street
City Walls
North Gate
Phoenix Tower
Canal
Cattle Market
Bowling Green
Union Ter.
Coronation Bridge
Abbey Square
Abbey Str.
Kings Sch.
CATHEDRAL
Kings Arms Hotel
Music Hall
Independent Chap.
Commercial Hall
Old Union Hall
Old Ways Head
Green Dragon
Welsh Cab. Chap.
Post Office
Free Lib.
Wes. Chap.
Y.M.C.A.
Peelhouse Convent
St. John the Baptist's Ch.
The Bishop's Palace
Drill Hall
Boat Hse.
Lime Ave.
Grosvenor Landing Stage
Suspension Bridge
The Boat
Queen's Park
Queen's Park Road
Victoria Cr.
Tennis Cts.
Bowling Green
Cheyne Walk
Grosvenor Road
Tarporley Road
Liverpool Rd.
Chester Str.
Lower Bridge Str.
Upper Bridge Str.
Northgate Str.
Eastgate Str.
Watergate Str.
Pepper Str.
Foregate Str.
Bridge Str.
Nicholas Str.
Frodsham Str.
Lower Bridge Str.
Trinity Street
Crook Street
Liverpool Rd.
Cross Street
Goss Street
Brook Street
Hoole Rd.
Boughton Rd.
Hoole Lane
Hoole Road
Tarporley Road
Lower Hoole Rd

on take the left branch for (30 m.) **St. Asaph** (p. 48). A little beyond the town we turn to the left for (32 m.) *Bodelwyddan* (p. 49). — 36 m. *Abergele* (p. 12). — 42 m. **Colwyn Bay** (p. 13). — 47 m. **Conway** (p. 15). — 51 m. *Penmaenmawr* (p. 18). — 54 m. *Llanfairfechan* (p. 19). — 56 m. *Aber* (p. 19). — 61½ m. **Bangor** (p. 23).

Chester, see Rte. 1. The line crosses the Dee, diverges r. from the G.W.R. line to Shrewsbury (see Rte. 6), and immediately enters Flintshire, and Wales.

Flintshire, although the smallest county in Wales, ranks fifth in population because of the industries arising from its varied wealth in minerals. The N.E. part consists of a low lying strip which borders the estuary of the Dee and extends W. to the mouth of the Clwyd, forming one of the natural 'gates' to Wales from England. To the S.W. of this rises the ridge of Halkin Mountain, rich in lead ore, and separated from the Clwydian Hills (p. 47), which occupy the W. of the county, by the valleys of the Alun and a tributary of the Clwyd (see Rte. 10). *Maelor Saesneg* ('Saxon'), or the 'Hundred of Maelor,' a detached part of Flint, incorporated in 1284, is surrounded by Cheshire, Salop, and Denbigh, and was so called because of its English characteristics. The name Flint is of uncertain origin, but is not derived from the mineral.

Before reaching (5¾ m.) *Sandycroft*, in an industrial district, Moel Fammau (p. 52), with the ruin of the jubilee tower of 1810, can be seen in the distance (l.); and nearer, on the same side, is the tower of Hawarden Church (p. 36). — 7¼ m. *Queen's Ferry*. The canalized Dee and the large tract of 'sea-land' reclaimed by the embankment of the river in 1732 are on the right. We cross the G.C.R. line from Birkenhead to Wrexham (see p. 36) just before reaching (8¼ m.) *Shotton*. — 9¼ m. *Connah's Quay*.

12¼ m. **Flint** (6302 inhab.), the centre of a mining district, with alkali works, was formerly a seaport of some importance. The ruins of its CASTLE, on a low rock on the shore of the estuary N. of the town, are of unusual interest. The plan is roughly a square with a three-quarter drum tower at each of three angles: at the S.E. angle, outside the main enclosure and separated from it by a moat, is a larger circular tower consisting of two concentric walls now of equal height and divided by two stages of barrel-vaulted annular passages. The connection with the main enclosure was a rampart walk on a wall across the moat. This plan is unique in Britain, but occurs at Lillebonne in Normandy; "the two portions of the castle are not only not mutually helpful but are so constituted as to be sources of danger to each other" (Harvey). In the opinion, however, of Mrs. Armytage the circular tower is not a keep, but intended as additional protection to the gateway. To the S. of the main enclosure, and separated from it by a moat, are traces of a barbican or outer bailey, between which and the town is yet another moat.

HISTORY. "The rude ribs of that ancient castle" (13th cent.; not before 1277) witnessed the meeting of Edward II. and Piers Gaveston on the latter's return from banishment to Ireland (1312), and that of Richard II and Bolingbroke in 1399 when Richard became virtually a prisoner and his favourite greyhound Mathe, according to Froissart, deserted him to fawn upon the upstart conqueror. The castle was held for the king by Sir Roger Mostyn in 1643, but was taken by General Mytton and 'slighted' in 1647 by the order of Parliament.

FROM FLINT TO MOLD, 6 m., motor omnibus six times daily in 35 min. We ascend through pleasant country with beautiful retrospects of the Dee estuary to (3 m.) *Northop*, on the main road from Chester to Holywell. The church, said to have been built by 'Lady Margaret' (see below), has a fine early 16th cent. tower 98 ft. high, the panelled chancel arch of which seems to indicate Somerset influence. There are three mediæval recumbent effigies. — 6 m. *Mold*, see p. 45.

The line proceeds along the 'Sands of Dee,' at low tide a depressing expanse of sand and mud, recalling Kingsley's ballad. Edward King, the subject of Milton's 'Lycidas,' was shipwrecked and drowned here in 1637 on a voyage to Ireland. — 14¼ m. *Bagillt* has lead smelting works. Giraldus records that he crossed the quicksands here in 1188, "not without some degree of apprehension." At *Coleshill*, c. 2 m. S., Henry II was defeated by Owain Gwynedd (c. 1157). — 16¾ m. *Holywell Junction*. About ½ m. inland are the scanty ruins of *Basingwerk Abbey*, which was refounded as a Cistercian house in 1131 by Randulf, Earl of Chester. The remains of the E.E. church comprise part of the S. aisle of the nave, the S. transept, and the intervening arch. Of the monastic buildings there survive the E. part of the chapter house, some fragments of the dormitory and its sub vault, the bulk of the refectory (which runs N. and S. from the S. of the cloister and has some good internal arcading on its W. interior wall), and part of the calefactory to the E. of it. Near here are supposed traces of Watts' Dyke (p. 45).

A branch line runs S.W. to (1 m.) *St. Winifred's* (see below), and (1¾ m.) **Holywell** (*King's Head; Feathers; Victoria*), a mining and industrial town (2907 inhab.), named after the famous well. The *Church*, which stands in a dip on the road between Holywell and the Junction and together with St. Winifred's (see below) forms a picturesque group, was rebuilt, with the exception of the Perp. tower, in 1769. Within we may note the mutilated recumbent effigy of a mass priest, a 'dug-out' chest, a war memorial window (1919) showing the arms of Britain, Belgium, France, and Italy, and the church bassoon of 1765. Here, too, is the 'gloch bach,' a bell in use from 1714 to 1857, being hung from the waist and striking against the padded knee of a man, known as 'the walking steeple,' who perambulated the town, in parts of which the bell of the low-lying church was sometimes unheard.

St. Winifred's Well (adm. to the chapel 2d.), once an unfailing spring yielding 2000 gallons of clear water every minute, has been greatly affected of recent years by mining operations in the hill above, and in 1917 the flow ceased altogether for a time. It is known as the 'Lourdes of Wales' and is one of the 'Seven Wonders of Wales.' According to legend the spring gushed forth on the spot to which St. Winifred's head rolled when struck off by the Welsh prince Caradoc (c. 7th cent.) whose wooing she had spurned, the severed head being afterwards miraculously reunited to the body by St. Beuno, her uncle. The red lichen (*Byssus Iolithus*) near the spot has passed as stains of blood. The well has been a venerated place of pilgrimage from very early times, and is still frequented by Roman Catholic pilgrims, who are generally dipped in the wooden bath in front of the chapel and kneel in prayer on the submerged stone of St. Beuno. Among the many votive offerings is a pair of crutches left as recently as August 1918. A hospice for poor pilgrims was erected in 1870. The exquisite Perp. chapel over the spring is supposed to have been built by Margaret Beaufort (1443-1509), mother of Henry VII and the 'Lady Margaret' of various learned foundations, and is worth careful study as the sole surviving example of its class in Britain. The strange external frieze of small animals resembles those at Mold (p. 45) and Holyhead (p. 29). The

well is contained in a curiously shaped basin in the crypt, and beside it is the mediæval bath, with steps down at either end.

At *Pantasa* ('Pantasaph'), 2 m. W. of Holywell, are a Franciscan monastery founded by the Earl and Countess of Denbigh in 1852, and a school controlled by a Dutch order of Sisters of Mercy, with an orphanage of 200 children from Lancashire workhouses.

20 m. *Mostyn* (Mostyn Arms) has ironworks and a small quay. To the S.W., standing in beautiful grounds, is *Mostyn Hall* (partly dating from the time of Henry VI, though the bulk is modern), the house where Henry VII, then Earl of Richmond, escaped from the soldiers of Richard III by leaping from a window. A public road leads through the park. In the Hall (adm. by permission only) are preserved a gold torque found near Harlech, the original commission of Queen Elizabeth for holding an Eisteddfod at Caerwys (p. 46) in 1568, and a silver harp presented as a prize on that occasion, but the famous library, rich in Welsh MSS. (now in the Welsh National Library, p. 144), was dispersed in 1919.

Downing, until 1920 the seat of the Earl of Denbigh, a house of 1627, 2 m. S. of Mostyn, was the birthplace and residence of Thomas Pennant (1726-98), author of the 'Tour in Wales,' who is buried in the church at *Whitford*, c. 1 m. W. The mansion contained the famous Pennant collection of MSS., paintings, and antiquities. The *Maen-y-Cwyfan*, c. 1½ m. W., is a magnificently preserved example (11 ft. 3 in. high) of a free standing Celtic cross, and the *Mynydd-y-Garreg* 1¾ m. W. may perhaps be a Roman pharos.

23 m. *Talacre*. On the right *Air Point*, with a lighthouse and lifeboat station, marks the W. end of the Dee estuary, on the opposite side of which is Hilbre Island and the Wirral behind (see the *Blue Guide to England*). *Llanasa*, 2 m. S. of Talacre station, has a 15th cent. church with some good 15th cent. glass and a 17th cent. pulpit In addition to the Instruments of the Passion figured on the E. window of the S. nave are a cock and the hand of Judas grasping a money-bag. — 26½ m. **Prestatyn** (*Royal Victoria*, R. 6/, D. 5/6, pens. 17/6; *Nant Hall*, 1 m. S., R. from 5/6, D. 5/, pens. from 13/6), although somewhat inland, is a rising summer resort (4085 inhab.) at the N. end of the Clwydian Hills (p. 47) and the beginning of Offa's Dyke (p. 45). It has good bathing and a golf-course.

A branch line runs S. viâ (2¾ m.) *Meliden* to (3¾ m.) *Dyserth* (inns), an ancient village at the foot of limestone rocks. The church has a well-preserved Jesse window (15th cent.) and a cross of the 8th (?) century. Close by is a picturesque cascade to which Dr. Johnson in 1774 "trudged unwillingly, and was not sorry to find it dry." On a hill (view) about ¼ hr. N. are the scanty remains of a *Castle* built by Henry III in 1241 and afterwards destroyed by Llewelyn the Great. We pass on the way to it the ruined *Siamber Wen* (White Chamber), perhaps a well-house, perhaps a mediæval residence. Immediately S. of Dyserth rises the rocky *Moel Hiraddug* (867 ft.; p. 47). At *Newmarket*, 2 m. E. of Dyserth, is a good 14th cent. churchyard cross. The great *Cop 'r Leni*, ¼ m. N., is reputed to be the second largest tumulus in the kingdom.

30 m. **Rhyl** (13,398 inhab.), situated on the E. side of the *Foryd* or mouth of the river Clwyd, is a modern resort much frequented by family parties in summer. It is chiefly noted

for its bracing climate and extensive sands. Sea-bathing is safe, but the tide recedes a long way.

Hotels. WESTMINSTER; BELVOIR, R. from 4/6, D. 5/, pens. from 12/6; QUEEN'S, R. from 4/, D. 5/; PALACE; GROSVENOR, R. & B. 5/6, pens. 10/6; BEE.—RHYL HYDROPATHIC—*Private Hotels, Boarding Houses,* and *Lodgings,* are numerous. — *Café Melba, Grotto Café,* High St.

Post Office, High Street.

Motor Omnibuses run from the station up the Vale of Clwyd to *Rhuddlan* and *St. Asaph* (1/), and the announcements of Motor Coach excursions in the season are exhibited in prominent places.

Amusements. *Pier Pavilion* with entertainments daily. The *Marine Lake* with numerous 'side-shows,' is at the W. end of Wellington Road. — *Golf,* on a 9-hole course 10 min. from the station. — *Fishing*: Good sea fishing in the Foryd.

From the station we turn to the right into High Street, which leads to the *Esplanade,* c. 1 m. in length, with a *Pier* near its E. end commanding good distant views of the Welsh mountains. The Esplanade is continued W. by the *Foryd Parade* to the mouth of the *Clwyd,* near which are the Marine Lake (boats for hire) and a small harbour. We may cross *Foryd Bridge* (toll 1*d.*) to the W. bank of the Clwyd and the road for Pensarn (see below).

Rhyl is a good centre for excursions, and the generally level country around it and in the Vale of Clwyd is adapted for cycling. *Rhuddlan, St. Asaph, Denbigh,* and *Ruthin* are all on the railway to Corwen (Rte. 10). *Holywell* (p. 10), *Dyserth* (p. 11), *Basingwerk Abbey* (p. 10), *Bodelwyddan Church* (p. 49), *Cefn Caves* and *Efynnon Fair* (p. 50), and *Abergele* and *Gwrych Castle* (p. 13) are within easy reach. Motor omnibuses run frequently to *Rhuddlan* (p. 47; 6*d.*), *Bodelwyddan* (p. 49; 1/), and *Kinmel Park* (p. 49; 1/), and *St. Asaph* (p. 48; 1/).

Beyond Rhyl we cross the Clwyd at its mouth and enter Denbighshire.

The hilly moorland surface of **Denbighshire** is relieved by the fertile lower Vale of Clwyd and by the picturesque region near Llangollen, and the county shares with Carnarvonshire the beauties of Bettws-y Coed. Its highest point is Moel Sych (2713 ft.; p. 43). Geologically Denbighshire is exceptionally interesting, as nearly all formations between the Lower Silurian and Triassic are represented. The varied yield of useful minerals ranges from coal to silver; the coalfield near Ruabon and Wrexham accounts for the relatively high population. The county is rich in fossil and prehistoric remains, especially amongst the limestone caves of Cefn (p. 50). Except for Denbigh Castle the military architecture of the county is not remarkable; but its churches, characterised by the parallel nave plan and including such important examples as those at Wrexham, Gresford, and Holt, are among the most interesting in North Wales.

The line to Denbigh and Corwen (Rte. 10) branches off to the left, and up the valley we have a view (l.) of Rhuddlan Castle (p. 48), the tower of St. Asaph Cathedral (p. 48), and the white steeple of Bodelwyddan (p. 49). — $34\frac{1}{4}$ m. **Abergele & Pensarn** (2632 inhab.; *Cambrian,* at Pensarn; *Bee, Hesketh Arms,* at Abergele). *Pensarn* is a quiet old-fashioned watering-place near the station; *Abergele,* $\frac{3}{4}$ m. S., is a small market town backed by beautifully wooded hills. Abergele church (Perp.), with its two parallel naves, contains contemporary chancel screens, a 17th cent. pulpit, a 'dug-out' chest, and a few fragments of 15th cent. glass. In the churchyard are monuments commemorating disasters to the 'Ocean Monarch' (1848) and to the Irish mail train

(1868). On a low wooded hill to the S. is the British camp of *Castell Cawr* (Giant's Castle), with a Roman mine forming a trench.

About 1 m. W. of Abergele, on the Conway road, is the lodge of *Gwrych Castle* (Earl of Dundonald), an imposing modern mansion, standing at the foot of wooded cliffs in beautiful grounds. On a second lodge, a mile further on, are various memorial tablets. Mrs. Hemans spent part of her early life in a house now replaced by the castle. In the cliffs above is *Cefn-yr-Ogof* (view), with a large shallow cave.

Motor coaches run 3 or 4 times daily up the charming valley of the Elwy to (5½ m.) *Llanfair Talhaiarn* (Black Lion), the burial-place of John Jones ('Talhaiarn'; 1810–1869), the 'Welsh Burns,' and to (10 m.) *Llangerniew* (Stag), in the churchyard of which are two pairs of standing stones. Some of the coaches go on over the pass (816 ft.) at the head of the Elwy valley, and down the steep descent to (17 m.) *Llanrwst* (p. 54) and (21 m.) *Bettws-y-Coed* (p. 56), thus offering a pleasant and unfrequented alternative route to the Snowdon district. — From Llanfair a road runs S. over the hills to (3½ m.) *Llansannan* (Red Lion), in the valley of the *Aled* and on a road from Denbigh (c. 8 m. E.) to Llangerniew (5 m. W.). Near Llansannan are *Bwrdd Arthur*, a British amphitheatre, and *Dyffryn Aled*, a country house used for the detention of German officer prisoners during the War. About 4½ m. above the village the Aled forms some picturesque waterfalls.

Beyond Abergele the low coastal strip becomes narrower. — 36¾ m. *Llandulas* (Valentine), at the mouth of the Dulas, has a good modern church by Street, and limestone industries. It is supposed that here in 1399 the Earl of Northumberland betrayed Richard II into the hands of Bolingbroke. — 37¾ m. *Llysfaen*. The village stands c. 1 m. S., on a hill forming a detached part of Carnarvonshire. A tunnel takes the line through the headland of *Penmaen Rhos*, the original road over which was said to be even more dangerous than that over Penmaenmawr (p. 19). "The path," writes Dr. Johnson in 1774, "is so narrow and unprotected that few persons dare trust themselves upon their horses on it." — 38¾ m. *Old Colwyn* (Queen's; Marine; Ship) is a modern watering-place near the original village of Colwyn.

40¼ m. **Colwyn Bay**, now almost continuous with Old Colwyn (see above) and Rhos-on-Sea (c. 1 m. N.W.), is a flourishing modern seaside resort, noted also for its mild winter climate, and a convenient centre for excursions in N. Wales. The urban district contains 18,770 inhabitants.

Hotels. PWLLYCROCHAN, with grounds, ¾ m. from the station, pens. 6–7 gs. per week in winter, 7–8 gs. in summer; COLWYN BAY, overlooking the sea, near the station; IMPERIAL, R. 6/, D. 5/, MÉTROPÔLE (unlicensed), R. from 4/, D. 4/6, both opposite the station; CENTRAL; ROYAL.—At Rhos (see p. 14): RHOS ABBEY, near the pier, pens. 25/-30/; CAYLEY ARMS. — *Private Hotels, Boarding Houses*, and *Lodgings* are numerous.

Post Office, Penrhyn Rd.

Tramway from St. Paul's Church to *Llandudno* (p. 21; 9*d*.).

Motor Coaches start daily in the season for a great variety of half-day and whole-day tours (30–125 m.; 6/–30/), of which programmes (gratis) are issued by the companies concerned.

Amusements. *Pier Pavilion*, for concerts and dramatic entertainments. *Theatres* in Prince's Drive and Abergele Road; several *Cinemas*. — *Boating*. Sailing boats 2/6 and 3/ per hour; rowing boats 2/; motor launches 1/ per trip. — *Golf* courses at Rhos, Upper Colwyn Bay, and Old Colwyn. *Tennis, Bowling*, and *Sea-Fishing* are well provided for.

The railway runs between the town and the *Promenade*, 3 m. long, which forms a continuous line from Old Colwyn to Rhos-on-Sea (see below). The *Pier* at Colwyn Bay, 250 yds. from the railway station, has a pavilion (destroyed by fire in 1922). There is another pier at Rhos-on-Sea (adm. 1*d*.). Bathing is good and safe.

A tramway (9*d*.) runs from St. Paul's Church to (6 m.) *Llandudno* (p. 20), viâ (1½ m.) *Rhos-on-Sea* and (4 m.) *Little Orme's Head*, and, in the opposite direction to (1½ m.) *Old Colwyn* (p. 13). — *Llandrillo-yn-Rhos*, the old village of Rhos-on-Sea, has a 'fish-weir' and a Perp. church (1 m. inland) with an E.E. font. St. Trillo's Well, from which the name is derived, is near the shore. — At *Llanelian-yn-Rhos*, 2½ m. S.E. of Colwyn Bay, the little church has an interesting painted ceiling and nine old painted panels, possibly from a rood-loft. To the left of the road, c. ½ m. short of the village, is the site of *Ffynnon Elian*, formerly one of the most dreaded of the 'cursing wells' in Wales.

The railway bends S.W., crossing the base of the Creuddyn peninsula, and beyond (42¼ m.) *Mochdre & Pabo*, enters Carnarvonshire.

Carnarvonshire, one of the smallest counties of Wales, consists of a mountain core which stretches N.E. and S.W. for nearly 35 miles from Conway Mountain to the Rivals, a lowland strip along the Menai Strait on the N.W., and the hilly Lleyn peninsula on the S.W. Most of the central axis is formed by Silurian rocks, displaced and altered by igneous action and graven by glacier ice; while in the S.W. and W. are formations of Archæan age, and in the N. is a strip of Lower Carboniferous. The mountain group, in which Snowdon (3560 ft.) is the highest of thirteen peaks rising above 3000 ft., is the loftiest in Wales. The county is famous for its vast slate quarries, and lead, zinc, manganese, and ochre are found in workable quantities. Carnarvonshire is rich in prehistoric remains, which include the great early British settlement at Tre'r Ceiri (p. 123). The mediæval castles of Carnarvon and Conway are unrivalled in Wales for their impressive appearance.

The railway now bears W., and the view (l.) of Conway with the great background of Carnarvonshire mountains (l. to r., Pen Llithrig-y-Wrach, Pen Helig, Carnedd Llewelyn, Y Foel Fras, Tal-y-Fan, Penmaenmawr, and Conway Mountain) is very striking, especially when the tide fills the estuary in front. At (44½ m.) **Llandudno Junction** (Rfmts.; *Station Hotel*) branches diverge (r.) for (3¼ m.) Llandudno (p. 20) and (l.) for Bettws-y-Coed and Blaenau Ffestiniog (p. 53). Visitors to Conway who alight here and proceed by road over the suspension bridge (p. 15) enjoy one of the finest views of Conway Castle.

The only intermediate station on the Llandudno branch is (1¼ m.) **Deganwy** (*Deganwy Castle*, R. & B. 10/6; D. 6.), half watering-place, half port for shipping slates, at the mouth of the Conway. This is the starting point for the steamers plying up the Conway to Trefriw (p. 53; pier a little to the N. of the station); and a ferry crosses the estuary to Conway Marsh (p. 15). On a hill (300 ft.) behind the village are the slight remains of the *Castle*, which is frequently mentioned in Welsh history. It is said to have been a favourite seat of Maelgwn Gwynedd (p. 23) as early as the 6th cent. The first castle in the modern sense was probably erected soon after the Norman Conquest, but the existing ruins are those of a fortress built by the Earl of Chester in 1211. Henry III was besieged within its walls by the Welsh, and the castle was finally destroyed by Llewelyn the Great in 1260.

We cross the Conway estuary by a tubular bridge (410 ft. long) built by Robert Stephenson in 1846–8, and pass beneath

the towers of Conway Castle and through a breach in the town walls. The suspension bridge (1*d.* return, motors 1/) on which the road is carried, was erected by Telford in 1824–26.

45¼ m. **CONWAY** (6506 inhab.), Welsh *Aber-Conwy*, is finely situated on the left (W.) bank of the estuary of the Conway, and when seen from a little distance its ruined castle and almost perfect girdle of mediæval walls give it a most picturesque and romantic aspect.

Hotels. CASTLE (Pl. 1), High St., old-fashioned, first class; ERSKINE (Pl. 2), Rose Hill St.; *OAKWOOD PARK, 1¼ m. from the station, first-class, R. from 5/6, D. 6/; ROBERTS'S TEMPERANCE (Pl. 8), R. & B. 4/6, D. 2/6.

Post Office (Pl. 4), Bangor Road.

Motor Omnibuses. Several times daily in summer to *Llandudno* (10*d.*), *Penmaenmawr*, *Trefriw*, *Llanrwst*, and *Betws-y-Coed*.

Steamers. Almost daily in the season to *Trefriw* (p. 55; 1/6, return 2/6).—*Ferry* to *Deganwy* (p. 14).

Golf Course. On Conway Marsh, 1½ m. along the Bangor Road.

From the station Rose Hill St. leads E. to the ***Castle** (open 8–8; adm. 4*d.*) strikingly placed at the extreme E. point of the town on a rock above the river. This is certainly the most picturesque of all Welsh fortresses, though smaller and less imposing than Carnarvon and Caerphilly. The ground plan is an irregular oblong with its greatest length (300 ft.) from E. to W. The curtain-walls are 15 ft. thick, and are enfiladed externally by eight cylindrical towers, of which the four on the east have smaller circular stair turrets that rise, like those at Carnarvon and Harlech, high above the roofs, and contribute largely to the general effect. The rampart walk (splendid views) is carried round the flattened inner face of these towers by singular corbelled-out galleries. Of the two wards the W. and larger may be deemed the castle proper; whilst the smaller inner ward was really a royal palace.

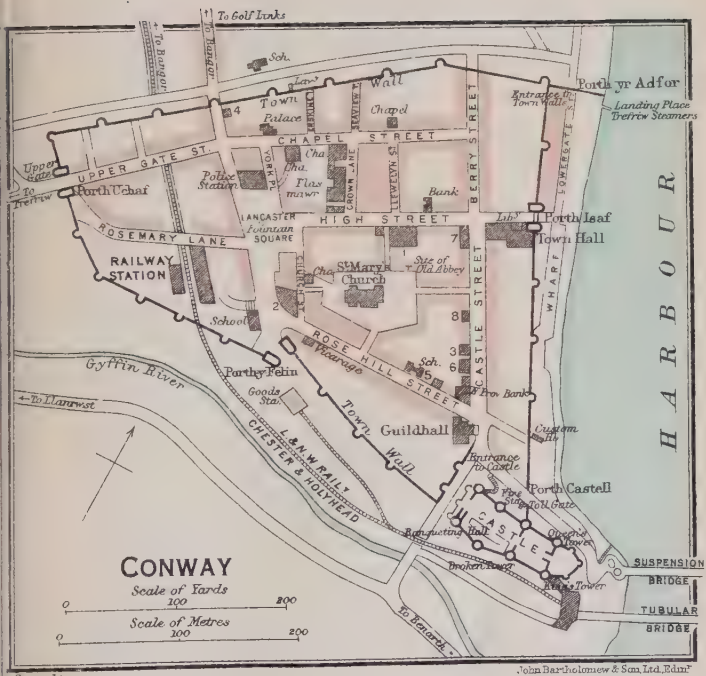
HISTORY. The castle was begun in 1285 by Henry de Elreton for Edward I, who c. 1294 was besieged here in a Welsh rising, "due to the first attempt at direct taxation for the French wars," and almost reduced by famine. Anglo-Norman settlers, holding trading charters, formed part of the garrison of the town. Richard II spent some nights here on his way from Ireland in 1399. In the Civil War the castle was held for Charles by Abp. Williams of York (p. 16), and afterwards by Sir John Owen, but was taken by General Mytton and the renegade archbishop in 1646. In 1665 it was dismantled by the Earl of Conway. The identification of this castle as the scene of Gray's 'Bard' is purely arbitrary.

We enter by the original entrance from the town through a projecting barbican at the N.W. corner, which was formerly reached by a steep inclined plane, succeeded by a drawbridge. Inside the barbican was a small fortified terrace, from which the entrance into the OUTER WARD was through a portcullised gateway, protected above by bold machicolations. The absence of a definite gatehouse is unusual in a castle of this date: its place is here taken to some extent by the exceptionally strong barbican, and by the abrupt, right-angled turn, immediately beneath the menace of

two drum-towers, by which one is constrained to enter the castle. On the S. of the outer ward are the remains of the *Great Hall*, the shape of which was dictated by its position against the irregular curtain-walls. This was divided from the *Chapel* on the E. merely (and very oddly) by some kind of wooden screen. The wooden roofs (long since vanished) of both hall and chapel were supported, almost uniquely, by stone cross-ribs or arches, of which one remains. On the N. side of the ward is the great water-tank, sunk in the solid rock, rendered necessary by the absence of a well. The kitchen adjoining is virtually destoyed. We now enter the INNER WARD, or Palace, in the S.W. corner of which (on the first floor) is the *King's Banqueting Hall*, with his withdrawing room to the E. and what was probably his bedchamber in the S.E. (or King's) drum-tower. The *Queen's Banqueting Hall* occupied the first floor on the E. side of the ward; whilst on the same floor, and opening out of the N.E. (or Queen's) drum-tower, in the thickness of the wall, is the lovely little **Oratory* (inaccessible), the most delicately finished part of the whole castle, with polygonal apse, vaulted roof, and mutilated wall-arcades. A second main gateway, under the Queen's Hall, leads out of the castle proper to another and rather larger fortified terrace, corresponding with that on the W. front, and flanking the whole E. end. This may have been a garden for the queen.

The **Town Walls** of Conway, built at the same time as the castle, and forming part of the same scheme of fortification, claim to be the most picturesque in Britain, not merely on account of their uncommon height and the great number and unusual prominence of the twenty-one circular half-drums, but largely on account of the hilly nature of the site that they enclose. The rampart walk along the N. wall is open to visitors (adm. 3*d*.) between the Upper Gate and the Porth-yr-Adfor (see plan), and affords a good view of *Parlawr Mawr*, perhaps the birthplace of Abp. Williams (p. 15).

The walls should be viewed from the outside also. We pass from the castle through a postern (*Porth Castell*) to the harbour and walk along the quay, keeping the wall on our left, to *Porth Isaf* (Lower Gate) at the foot of High Street, the least important of the gates, giving access only to the water. From the N.E. corner a curious spur, protecting the N. entrance to the quay, runs down to the sea. Passing under this by *Porth-yr-Adfor* and turning to the left, we skirt the splendid N. section of the walls as we climb to their highest point. Here, turning again to the left, we come immediately to *Porth Uchaf* (Upper Gate), through which passed the original Bangor road across the Sychnant Pass (p. 17). This is the most elaborate of the three main gateways, with both outer and inner barbicans, a very rare arrangement. Entering the gateway we turn to the right, down Rosemary Lane. This soon bends to the left, and offers a delightful vista of the castle and church tower. Bending again to the right, round the station, we reach the remaining gate, *Porth-y-Felin* (Mill Gate), set in an odd re-entering angle of the walls. This now leads merely to the railway goods-yard, but was probably once the entrance to the town from the E., and reached by a ferry across the river.



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St. Mary's Church, in the middle of the town, occupies the site of a Cistercian abbey founded by Llewelyn the Great in 1185 and destroyed by Henry III. The present spacious building is mostly of the late 13th cent., but the striking though mutilated W. doorway is early 13th cent. and is possibly a survival from the vanished abbey. The three lancets above it, if in situ, are a very unusual feature in this position. The admirable S. transept is a 14th cent. addition, whilst the fine typical N. porch dates from the 15th century. The church contains one of the finest rood screens (15th cent.) in Wales (unhappily bereft of its loft) and book-desks of the 15th and 17th centuries. Noteworthy are also the good 15th cent. font; the trefoiled 'low-side' window; the slight remains of Geometrical glass (S. window on E. of transept); and the beautiful squares of lace (c. 1450), and copper collecting boxes, in the 13th cent. parish-room (adm. apply to the sexton) at the W. of the N. aisle. On the chancel floor is the grave-slab of Nicholas Hookes (d. 1637), the 41st child of his father, and himself the father of 27 children. In the S. aisle is a bust, by Theed, of the sculptor John Gibson (1790–1866) born in the neighbourhood. Curfew is rung at 8 p.m. (7 p.m. on Sat.). Outside the S. porch is a grave claimed, without the slightest foundation, to be that referred to in Wordsworth's 'We are Seven.'

*Plâs Mawr (open 10 till dusk; adm. 8*d.*), 'the Great Mansion,' built by Robert Wynne of Gwydir (p. 55) in 1585, is a remarkably picturesque and interesting example of an Elizabethan house, with its crow-stepped gables and octagonal tower (view). The chief façade is in Crown Lane, but the entrance is in High Street. The points of interest inside are the elaborate plaster ceilings, a number of striking fire-places, and the curious bread-safe and turkey-cooker. The house is now occupied by the Royal Cambrian Academy of Art (exhibition from April to October). In Castle Street *Stanley House* (Pl. 3; rebuilt) retains a pretty oriel and the arms of the Stanley family. At the corner of High Street and Castle Street is a timbered building that claims to be the oldest house in Conway (Pl. 7; adm. 3*d.*); whilst on the quay near Porth Isaf is 'the smallest house in Britain' (adm. 2*d.*).

The Vale of Conway (p. 53) overshadows in interest the immediate environs of the town, but a pleasant short stroll (½ hr.) may be taken along the Bangor road to the golf-links, returning to the right round the fir-clad knoll of *Bodlondeb* ('the hill of contentment'; view). — Farther along the Bangor road we skirt on the left the rocky Conway Mountain (800 ft.; *view), with remains of a triangular British fortress on its summit. The hill (ascended in 1 hr. from Conway) has two W. spurs, *Allt Wen* and *Penmaenbach* (p. 18); and on the S. it overlooks the head of the *Sychnant Pass* (550 ft.), a mountain-pass in miniature, connecting Conway with Penmaenmawr (p. 18). Hence we may return directly to Conway by road (2½ m.); or continue due S., ascending (3 m. farther; 3 hrs. from Conway) to the summit of *Tal-y-Fan* (1988 ft.; *View of the vale and estuary), the nearest considerable mountain to the town. To the S.W. is the pass of Bwlch-y-Ddeufaen (p. 19). We descend due E. in 1 hr. to the pretty village of *Ro-Wen* (p. 54), whence Conway is reached by road

in about 4½ m. (motor-omnibus); or a more direct descent is that to (1½ m. N.E.) the old church of *Llangelynin* (over 900 ft.; key at the cottage 5 min. E.), one of the highest parish churches in Wales. This is a singularly untouched example, even to the earthen floor of its N. transept, of the ruder Welsh type. Noteworthy are the roofs and porch, the primitive and curious font, the sawn-off ends of the rood-beam, and the old bier. Thence a pleasant lane leads to (3½ m. N.E.) *Conway*.

Beyond Conway we pass through a short tunnel and on emerging from a cutting obtain a view (on the right) of Great Orme's Head and (l.) Conway Mountain (p. 17), and quit the region of limestone to enter that of slate. Beyond another short tunnel under *Penmaenbach* ('the Little Stone Headland') Anglesey and Puffin Island come into view (r.). Dwygyfylchi and Moel Llys (see below) are on the left.

49¾ m. **Penmaenmawr** (*Grand*, R. from 4/6, D. 5/, first-class; *Penmaenmawr*; *Mountain View*; *Mona Temperance*, pens. from 3 gs. per week), beautifully situated in an amphitheatre between the precipitous headland of Penmaenmawr (W.) and the summit of Moel Llys (E.), is a pleasant little modern resort (4480 inhab.), with a promenade, good bathing, and (1 m. from the station) a nine-hole golf course. Gladstone spent several vacations at the mansion of Plâs Mawr.

From Penmaenmawr an attractive route leads to (5 m.) *Conway*, viâ the Sychnant Pass, see p. 17. Other points of interest are (2 m.) the Fairy Glen, (1½ m.) the summit of Moel Llys, (1½ m.) the Meini Hirion, and (1½ m.) the summit of Penmaenmawr mountain. The separate roads to all of these from Penmaenmawr are indicated by guide-posts, and they may be combined in a walk of 8–9 m. We follow the old road to Conway to (1½ m. E.) *Dwygyfylchi* (Victoria), just beyond which the *Fairy Glen* (adm. 3*d*.), with pretty cascades, opens on the right. We next climb in c. ¾ hr. by the Jubilee Path (1887) and a path branching to the left to the top of *Moel Llys* (1181 ft.; view), whence we follow the old mountain road from Conway to Llanfairfechan along the curving ridge (Craig y Bodlen) W., past the farm of *Tyn-y-Ffridd*, to (1 m.) the *Meini Hirion*, on the N.E. slope of *Moelfre* (1422 ft.). The remains here are those of two stone circles, not menhirs as the name suggests, and they have been associated with the worship of the sinister goddesses Andras and Ceridwen, whose names still survive in Welsh oaths. Bearing now r. along the ridge we reach (2 m.) the summit of the bold headland of PENMAENMAWR (1553 ft.), a mass of green felspathic porphyry, now heavily cut into by quarrying, in which the mountain axis of Carnarvonshire ends abruptly on the sea. Here are the hut circles and part of the enclosing wall which form the remains of *Braich y-Ddinas*, a rectangular British fortified village threatened with destruction by quarrying operations. The fine *View includes the coast from Anglesey to Llandudno and (in clear weather) the mountains of the Isle of Man and the Lake District. Most of the Carnarvonshire peaks, however, are masked by the foothills of Y Foel Fras to the S. The descent may be made direct to (2 m. farther) Penmaenmawr village or to (1½ m.) Llanfairfechan (p. 19). Caution must be exercised near the quarries because of blasting (enquire beforehand).

An alternative route to the main ridge is to follow the track from Penmaenmawr up the W. slope of Moel Llys and the *Gwddw Glas* (Green Gorge), at the top of which we join (1½ m.) the old mountain road from Conway to Llanfairfechan near the farm of Tyn-y Ffridd (see above). Hence we may descend E. to (1½ m.) the foot of the Fairy Glen, or follow the ridge W. to the Meini Hirion, and return by the route given above.

Other good walks lead to *Aber Falls* (p. 19) and to (c. 4 m.) *Llangelynin* (see above) over the hills.

The railway skirts Penmaenmawr headland, passing through a tunnel and behind protecting sea-walls. The mountain

was at one time a formidable obstacle to travellers to Holyhead; in 1685 Clarendon, Lord Lieutenant of Ireland, found the path at this point impassable except on foot. Many preferred the passage by way of the sands at low tide. The first regular road, replacing a narrow bridle-path, was made in 1772, but Dr. Johnson traversed it with some anxiety in 1774. Public houses stood at either end of the 'pass' to nerve and to comfort travellers respectively. The present road built by Telford in 1827 runs just above the railway.

52½ m. **Llanfairfechan** (*Queen's*, good; *Regina*; *Castle*; *Llanfairfechan*), beautifully situated at the W. base of Penmaenmawr, is a small watering place (3638 inhab.) with fair bathing, a good golf course, and views across the Lavan Sands to Puffin Island and Beaumaris. The name means 'Church of St. Mary the Less.'

A pleasant short excursion is to Aber Falls (see below). The top of *Carreg Fawr* (1167 ft.), 1½ m. S.E., or of Penmaenmawr mountain (p. 18) may be reached in c. 1 hr. A longer and delightful excursion (8¼ m.; return by train) is to Tal-y-Cafn station (p. 54) in the Conway valley. We follow the route for Carreg Fawr as far as Bryngoleu Farm and then ascend the W. flank of the hill by a path which joins (c. 2¼ m.) the grass track now representing the Roman road from Aber to Caerhun (Conovium; p. 54). This track crosses (3½ m.) the wild *Bwlch-y-Ddeufaen* or 'Pass of the Two Stones' (1403 ft.) between *Y Drosgl* (S.W.; 2036 ft.) and *Tal-y-fan* (N.E.; p. 17). The 8th Roman milestone from Conovium on this road is now in the British Museum. — The ascent of *Carnedd Llewelyn* (c. 8 m.) by a route joining the ascent from Aber (see below) at (2½ m.) the summit of *Yr Orsedd*, may be made the beginning of one of the finest mountain walks in Wales (comp. p. 20).

54½ m. **Aber** (*Bulkeley Arms*, near the station), a village about ¾ m. from the sea (½ m. from the station), is beautifully situated at the mouth of a narrow glen. Though in no sense a seaside resort, it is an admirable centre for exploring the hill country inland. The *Mwd*, a wooded mound in the village, marks the site of the castle built by Llewelyn the Great where (in 1282) the last Llewelyn defied the summons of Edward I to acknowledge his sovereignty. Off the coast here are the *Lavan Sands*, across which travellers rode to the ferry for Beaumaris before the building of the Menai Bridge. Welsh tradition associates these sands (and indeed the whole coast line here) with fertile valleys and 'lost cities.' A bell in Aber church used to be tolled for the guidance of travellers crossing the sands in foggy weather.

The *Glen to the S. of Aber, opening between *Maes-y-Gaer* (780 ft.; camp) to the E., and *Ffridd Du* (1187 ft.) to the W., is one of the most charming in Wales. The lane ascending the glen crosses (1¼ m. from the hotel) the picturesque *Pont Newydd*, but we remain on the left bank of the stream for ¾ m. more and cross at a foot bridge. Here the glen opens out into a 'cirque,' at the S.E. corner of which the *Afon Goch* descends in the fine vertical fall of **Rhaiadr Mawr* (180 ft.), while, c. ¼ m. to the W., the *Afon Bach* comes down in a series of broken cataracts. From the foot of the latter we may gain (c. 1¼ hr.) the smooth top of *Moel Wnion* (1905 ft.; view), whence we may either return to Aber by a path leading N. over Ffridd Du and dropping to the lane just W. of Aber church; or descend on the S.W. to (c. 3 m.) Bethesda (p. 67).

The ascent of Carnedd Llewelyn (3484 ft.; p. 65), the second highest summit in Wales, may be conveniently made from Aber in 3–3½ hrs. (c. 8½ m.).

The most direct ascent is by a steep and ill-marked track from Aber Falls, but this is in parts too dangerous for the ordinary traveller, and should be discarded for the route described below. The descent may be made to *Bethesda* (p. 67; 4½ m., in 2 hrs.), to *Ogwen Cottage* (p. 64; 5 m., in 2–2½ hrs.), or to *Capel Curig* (p. 70; 6½ m., in 2½–3 hrs.); but whichever terminal point is selected no one but an expert should attempt this long point to point mountain walk in any but perfectly clear settled weather. – Leaving Aber we cross (1¼ m.) the *Pont Newydd* (p. 19) and follow the lane up to (2¼ m.) the open hillside. Here we may either take the track to the right (direction-board) up the valley to (4½ m.) *Llyn-yr-Afon* and thence climb the steep ascent (S.S.E.) to the ridge between *Drum* (2527 ft.; l.) and *Y Foel Fras* (3091 ft.; r.), or (passing many megalithic remains) ascend direct to (3¼ m.) the top of *Yr Orsedd* (1760 ft.), where we join the route from Llanfairfechan (p. 19), and thence proceed along the ridge over (5 m.) the top of Drum to (6¼ m.) the level summit of Y Foel Fras. Thence a walk of c. 2¾ m. in a generally S.S.W. direction, keeping c. ½ m. to the left of *Yr Aryg* (2875 ft.), brings us to the cairn on *Carnedd Llewelyn* (p. 66).

Another ascent from Aber leads over *Y Drosgl* (2478 ft.; to be distinguished from the hill of the same name between Yr Orsedd and Drum). The (2¾ m.) shoulder of this height may be reached either by following the lane W. of Aber church for a few hundred yards and turning left by the gradual ascent (track) along the N. and E. slope of Moel Wnion (p. 19) to the head of the short glen of the Afon-y gam, or by climbing from the foot of the smaller Aber fall (p. 19) up its right bank. From the shoulder we ascend to (3½ m.) the summit of Y Drosgl, then follow the ridge S.E. over the summits of *Bera Bach* and *Yr Aryg* and join (5½ m.) the ridge between Y Foel Fras and Carnedd Llewelyn (see above) c. 1½ m. from the summit of the latter.

Beyond Aber the railway gradually recedes from the coast, keeping Moel Wnion on the left. Penrhyn Castle (p. 26) appears amongst trees on the right. We cross the *Ogwen* c. 1 m. from its mouth, having (l.) a *View of the Carnedds and the Nant Ffrancon mountains (l. to r. Yr Elen, Carnedd Dafydd, Braich Du, Y Glyder Fach, Y Glyder Fawr, Elidyr Fawr, Elidyr Fach) with the gap of Nant Ffrancon breaking the line. Between two tunnels we cross the narrow-gauge line to the Penrhyn slate quarries and are joined by the branch line from Bethesda (see p. 26). — 59¾ m. **Bangor**, see Rte. 4.

3. LLANDUDNO

LLANDUDNO (19,290 inhab.), enjoying the advantages of a striking situation and an agreeable climate, is the most frequented of Welsh seaside resorts and offers the usual distractions of such places, while it is conveniently connected with all the chief points in North Wales by a multiplicity of coach-tours. In summer it presents an animated, attractive and often crowded scene, with many visitors from the North of England and the Midlands. Readers of Mr. Bennett will remember that 'The Card' began his successful career at Llandudno with his 'life-boat trips' and his 'chocolate remedy' for seasickness. The town is strikingly situated mainly on the E. side of the *Creuddyn Peninsula*, on the spacious Orme's Bay, between the Great Orme's Head and the Little Orme's Head, but it has also spread across

the neck of the peninsula, towards Conway Bay on the W. side.

Hotels. IMPERIAL, Esplanade, R. from 5/, D. 6/, pens. from 6 gs. per week; GRAND, at the Pier; QUEEN'S, Esplanade, R. from 5/, D. 5/6, pens. 18/; ST. GEORGE'S, Esplanade; CLARENCE, Gloddaeth St., pens. from 13/6; MARINE, Esplanade; NORTH WESTERN, R. or D. 6/, EVANS'S TEMPERANCE, both in Vaughan St.; ALEXANDRA, Mostyn St., R. 5/, D. 4/6; EMPIRE, Church Walks; WASHINGTON, East Parade. —On Conway Bay: GOGARTH ABBEY HOTEL. — *Hydropathics*: THE HYDRO, Esplanade, pens. 16/; CRAIGSIDE, at the foot of the Little Orme. — *Private Hotels, Boarding Houses,* and *Lodgings* are very numerous and are apt to be expensive in August.

Restaurants. *Grosvenor, Cambridge, Victoria,* etc., Mostyn St.; *Westminster,* Lloyd St.

Baths beneath the Pier Pavilion, with large salt-water swimming bath.

Post Office, Vaughan St.

Tramway from the W. beach viâ Gloddaeth St. and Mostyn St. to *Rhos-on-Sea* (p. 14), (6½ m.) *Colwyn Bay* (p. 13; 9*d*.) and (7¾ m.) *Old Colwyn* (p. 13). CABLE-TRAMWAY from Church Walks to the top of the *Great Orme* (8*d*.; return 1/). — MOTOR OMNIBUSES 13 times daily to *Conway* (10*d*.), going on 4 times daily to *Penmaenmawr* (1/4); twice daily to *Conway, Trefriw,* and *Llanrwst* (2/8); twice daily to *Bettws-y-Coed* in summer; also along the Esplanade to the *Little Orme* and *Colwyn Bay*.

Motor Coaches start daily in the season for a great variety of half-day and whole day tours (40–145 m.; fares 10/–35/), of which illustrated programmes (gratis) are issued by the companies concerned

Steamers ply on week-days in summer to *Beaumaris, Bangor,* and *Menai Bridge*; also to *Liverpool,* to *Carnarvon,* to *Rhyl,* round *Anglesey,* to the *Isle of Man,* etc., see p. xlii. — Steamer from Deganwy to *Trefriw,* see p. 53.

Amusements. *Pier Pavilion,* with excellent concerts. — *Grand Theatre,* Mostyn Broadway; *Palladium,* Gloddaeth St.; several *Cinemas.* — —Pierrots and minstrel entertainments at the *Pier Head,* in the *Happy Valley* (see below), and at *Arcadia,* on the Esplanade. — *Boating.* Sailing boats, 3/ per hr.; rowing boats 2/; motor-boats 1/ per trip. — *Golf* (at three courses near the town; green fee usually 3/6), *Tennis, Bowling,* and *Sea Fishing* are well provided for.

From the railway station Vaughan Street leads directly N.E. to (¼ m.) the sea-front, passing the end of Mostyn Street (left), in which are the principal shops. The broad ESPLANADE about 2 m. long, with numerous seats and shelters, follows the graceful curve of Orme's Bay, and like the good sandy beach, is thronged in summer with holiday crowds. At its N. end, immediately below the precipitous bluffs of the Great Orme, is the *Pier Pavilion,* a handsome concert hall, and a little farther on is an iron PIER (800 yds. long; view), with a concert hall at the pier-head, near the landing stage of the steamers; adm. to the pier 4*d*.; in the evening, including concert 1/; on Sat. and Mon. 1/6; in July–Sept. 4*d*., 1/3, and 2/). Beyond the pier the road goes on to (c. ¼ m.) the entrance of the *Happy Valley,* a pretty and highly popular public park, with pierrots, minstrel entertainments, etc. From the higher part of the park, in which is a notable rock garden, an easy ascent leads to Pen-y-Ddinas (p. 23) and the top of the Great Orme.

The bathing in Orme's Bay is good and safe (bathing-machine 6*d*., each addit. pers. 3*d*.) The less frequented beach on Conway Bay, where the tide recedes a long way, commands a superb view of the Snowdon mountains. Below the West

Parade here is a large *Model Yacht Pond.* Gogarth Abbey Hotel, a little to the N., succeeds a mansion often visited by 'Lewis Carroll.' — The chief boating excursions from Llandudno are to the caves of the Great and Little Orme (see below), whose precipitous cliffs also are best seen from the sea.

The GREAT ORME'S HEAD (679 ft.; originally named in Welsh *Cyngreawdr*), a mass of white carboniferous limestone, rises precipitously to the N.W. of Llandudno. Its base is encircled by a **Marine Drive*, over 4 m. long, starting from the toll-house (foot passengers free, cycle 2*d.*, horse 3*d.*, cab 6*d.* per horse, motor 1), immediately beyond the entrance to the Happy Valley (see p. 21). The road gradually ascends, skirting the cliffs, to ($\frac{3}{4}$ m.) *Pen Trwyn*, the N.E. angle of the headland, with a good view (E.) of the Clwydian Hills (p. 47). Rounding the corner here by a right angled turn, we have presently below us (but accessible only by boat) the *Dutchman's Cave* and the *Pigeon's Cave*; whilst farther on (c. $1\frac{1}{4}$ m. from the toll-house) a path turns up for (5 min.) St. Tudno's Church (see below). Another $\frac{3}{4}$ m. brings us to the *Lighthouse* (light visible 24 m.) at the N. point of the promontory (view), and we begin the return to Llandudno along the S.W. cliffs of the peninsula, passing above the *Llech Cave*, said to have been used as a summer house by a 16th cent. member of the Mostyn family, and the *Hornby Cave*, named after a brig wrecked here in 1824. As the road rounds the point we obtain a splendid *View of the Conway estuary, with Conway Castle and the background of Carnarvonshire hills, and, more to the right, of Anglesey and Puffin Island. The road descends, passing on the right, close to the shore, the insignificant ruins of *Gogarth Abbey*, once perhaps an appendage of Conway. Beyond ($\frac{1}{2}$ m.) a second toll house, marking the end of the Marine Drive, we reach the W. beach and turn to the left to reach Llandudno. — ***Great Orme** itself (679 ft.) may be ascended from Llandudno either by cable-tramway (8*d.*; return 1*s.*) starting from Church Walks, W. of the pier, or on foot through the Happy Valley (see above). The summit (Great Orme Hotel; golf course) commands magnificent views in all directions, including the Carnarvonshire mountains to the S.W., with Carnedd Llewelyn as probably the highest point visible, and, in very clear weather, the Cumberland mountains and the Isle of Man. — *St. Tudno's Church* (key at the 'Old Rectory'), the old parish church of Llandudno, stands high above the sea, near the N.E. face of the peninsula. Passengers by tramway alight at *Victoria Station* and turn to the right for ($\frac{1}{2}$ m.) the church. This primitive little building, mostly 15th cent., but probably occupying the site of a 7th cent. oratory erected by St. Tudno, was restored in 1855, and service (sometimes in the open air) is held here in summer. The church contains some 13th cent. coffin slabs and a font of the 11th or 12th

century. From St. Tudno's we may descend to the Marine Drive (see p. 22), or we may return by the track leading S.E. past the 'Old Farm.'

Near the S. end of the headland at *Pen-y-Dinas*, on a height above the Happy Valley, is a British camp, with a number of hut-circles and 'St. Tudno's Cradle,' once a rocking-stone.

The *LITTLE ORME'S HEAD (463 ft.), the lower headland at the E. end of the bay, may be reached by the Colwyn Bay tramway (p. 21) or by omnibus along the Esplanade. It has even finer and steeper cliffs (300 ft.) than the Great Orme, and its summit commands a fine view. We diverge to the left from the coast road, through a gap in the wall 1¾ m. E. of Llandudno, and ascend to the top by a well marked path. At the base of the headland are some interesting caves.

To the S. of the Little Orme stretches a line of low wooded hills, affording pleasant walks. A road diverging on the right, ½ m. beyond the Craigside Hydropathic establishment, leads over the slope of *Mynydd Pentre* to (1 m.) the Elizabethan *Gloddaeth Hall* (2 m. S.E. of Llandudno), an old seat of the Mostyns, in the pretty grounds of which (open to the public) are relics of an ancient maze. The house (not shown), with a minstrels' gallery, portraits, etc., was the last home of the politic Abp. Williams (p. 15), and boasts a bed that has been slept in by Queen Elizabeth, Queen Victoria, and Queen 'Carmen Sylva' of Roumania. About ¾ m. S.W., on the main road from Conway to Llandudno, is *Eglwys Rhos* or *Llanrhos* (Mostyn Arms), with a small, much-restored church, containing monuments of the Mostyn family, an early Christian inscribed stone, and some fragments of old glass. The wooded hill of *Bryn Maelgwn*, above the church, preserves the name of the usurper, Maelgwn Gwynedd, who is said to have died of the pestilence in 547 in the church of Eglwys Rhos. Maelgwn's evil reputation is based on the malicious attacks of the chronicler Gildas, to whom the prince had often afforded hospitality. — From Gloddaeth the walk may be continued to *Pabo Hill* (304 ft.), 1½ m. S., the finest view-point in the neighbourhood. Hence a lane runs W., passing the mansion of *Bodysgallen*, another seat of the Mostyns (grounds open on Tues. and Thurs. afternoons), and joining (1 m.) the main Conway road about 2½ m. S. of Llandudno via Eglwys Rhos (see above).

A visit to *Conway* (p. 15) should on no account be omitted. Those who proceed by railway via Deganwy (p. 14) should quit the train at Llandudno Junction (p. 14). — From Llandudno to *Betws-y-Coed* and *Ffestiniog*, see Rte. 11.

4. BANGOR

BANGOR (11,032 inhab.), important for its cathedral and its university college, is likewise a convenient tourist centre. *Lower Bangor*, the original city, lies along the S.E. side of a narrow valley extending from the railway station to (c. 1 m.) *Hirael* and *Garth* (p. 26) at the mouth of the Menai Straits. *Upper Bangor*, the residential quarter, occupies the ridge to the N.W., overlooking the straits. Steep streets connect the two.

Railway Station (*Rfmts.*), at the S.W. end of the town.

Hotels. CASTLE, near the cathedral, R. from 3/6, D. from 2/6; BRITISH, near the station, R. from 3/6, D. 3/6; RAILWAY, near the station; ALBION, High St.; UNION, near Garth pier; BELLEVUE, ½ m. from the station, on the road to the Menai Bridge.

Baths, near Garth Pier, with swimming bath. The sea-bathing at Bangor is poor.

Post Office, Deiniol Road.

Motor Omnibus hourly from the station to *Garth Pier* (4*d.*), and to *Menai Bridge*; four times daily across the Menai Bridge to (6¼ m.; 1/6) *Beaumaris* (p. 32), going on thrice daily to *Llangoed* (p. 34). — COACH and MOTOR TOURS are arranged in great variety during the season.

Steamers daily in summer from Garth Pier to *Menai Bridge* and *Carnarvon* (1/9, return 2/3); and to *Beaumaris*, *Llandudno*, *Douglas*, and *Liverpool* (see p. xliii). — FERRY STEAMERS at the half-hours to *Beaumaris* (1/).

Amusements. *Theatre* and *Cinemas*. — *Boating*. Sailing and rowing boats on the Menai Straits. — *Golf Course* (18 holes) S.E. of the town.

History. The 'chief choir' (ban-chor) from which Bangor takes its name was a religious house founded early in the 6th cent. by St. Deiniol (d. 584 ?), son of an abbot of Bangor Iscoed (p. 37) and one of the 'seven happy cousins,' who became bishop of Bangor. The town was long known as *Bangor Fawr* to distinguish it from Bangor Iscoed. The history of the diocese is practically blank until 1092, when William Rufus attempted to force on the see a certain Hervé, a Breton, who lived in constant warfare with his rude flock. In 1717 Bishop Hoadley (1716–21) published his sermon on the 'Nature of the Kingdom or Church of Christ,' which gave rise to the famous war of pamphlets known as the 'Bangorian Controversy' (1717-1721). Bangor has some trade in shipping slate; and the foundation of the University College in 1883 made it an educational centre.

The **Cathedral**, which is also the parish church, stands in High St., about ½ m. from the railway station. It is open to visitors daily from 8 till 6. Services on week-days at 5 p.m., on Sun. at 11.20 a.m. and 4 p.m. Curfew and the number of the day of the month are rung at 8 p.m. We enter by the S. door.

HISTORY. The church that succeeded St. Deiniol's original building (see above) was destroyed by the Normans in 1071 and was replaced by a Norman church, in which Abp. Baldwin of Canterbury (p. 163) preached the Crusade on his memorable tour through Wales in 1188. This was in turn ruined during the wars of Edward I (c. 1282), but rebuilding was begun before 1291 by Bp. Anian (1267-1305) and continued through the Dec. period until c. 1350. In 1404, however, the structure was burnt almost to the ground by the wild followers of Owen Glendower, and the ruins lay untouched for nearly a century. The chancel was largely rebuilt by Bp. Dene (1496–1500), and the nave and transepts by Bp. Skevington (1509-33), who added also the W. tower. This church suffered considerably during the Civil War, and the effects of subsequent neglect and ignorant tinkering were such that before Sir Gilbert Scott began his drastic but successful restoration (1866–70), he found the church "almost a by-word—no cathedral in the United Kingdom being equal to it in meanness." The first stage of the central tower was built by Scott, but the state of the fabric renders it doubtful whether the completed design (as exhibited in the N. aisle) can be carried out.

Exterior. Points to be noticed as we walk around the church are the inscription of 1532 over the W. doorway recording the building of the tower, the uncusped tracery of the tower and clerestory windows, the unusually thin buttresses (without 'set-backs') of the N. aisle, and the late Dec. windows (c. 1350 ?) of the aisles, the side-walls of which survived the fire of 1404. The transept ends were rebuilt by Scott in what is probably the original beautiful Geometrical design, from the indications afforded by fragments of Bp. Anian's church discovered in the 16th cent. walls. On the E. of the S. transept are traces of a former chapel or sacristy entered from the transept. The beautiful buttresses on the S. of the S. transept, including the curious dwarf example in the middle, likewise escaped destruction in 1404.

Interior. The view from the W. end is not unimpressive, though thoroughly parochial in character; the E. window, with excellent modern glass, is effective in the vista. The four-centred arcades (in which are 18th cent. chandeliers) are the work of Bp. Skevington. All the woodwork is modern. At the W. end of the N. aisle are some old tiles (on the floor), a pair of dog-tongs for the ejection of stray dogs, and a pre-Norman stone with Anglian knot-work. In the S. aisle Goronwy Owen, the poet (p. 31), is commemorated by a tablet and Bp. Rowlands (1598–1616) by a brass inscription. A tomb-niche (probably late 13th cent.) in the S. transept is assigned by tradition to Prince Owain Gwynedd (d. 1169), who was originally buried before the high altar; but another account relates that the remains of the prince, who had died under excommunication, were, at the behest of Abp. Baldwin, secretly removed from the church to the churchyard by means of an underground passage from the original vault.—To the N. of the choir is the *Chapter House* (adm. by order from the Dean), in which are preserved, among other treasures, the pontifical of Bp. Anian ordaining the 'Use of Bangor' referred to in the Book of Common Prayer, and a copy of Bp. Hoadley's famous sermon (p. 24).

The *Municipal Buildings*, in Deiniol Road, to the N. of the cathedral, were formerly the Bishop's Palace; in the council-chamber is a fine plaster ceiling. The bishop now resides at Glyngarth, in Anglesey. The *Friar's School*, a little N. of the Municipal Buildings, is a grammar school founded in the 16th cent. on the site of a convent of White Friars. The *Free Library and Museum* (adm. 10 till dusk), near the Municipal Buildings, contains a small ethnographical collection, two 13th cent. slabs from the site of the former friary (see above), and curious wooden telescopes made by John Jones (1818–98), 'yr hen seryddwr' ('the old astronomer') of Bangor.

The buildings of the **University College of North Wales** occupy a commanding position in Upper Bangor, and are entered from College Road through the gates at the top of Penrallt Road. Visitors are admitted daily 2–4 p.m., except on Sun., Sat., and holidays (1–3 pers. 1/, 3–20 pers. 3*d* each).

The College, opened in 1884, is one of the four constituent colleges of the *University of Wales*, which was established in 1893, the other three being at Aberystwyth, Cardiff, and Swansea. It has 300–350 students (men and women) with a staff of c. 50, and has faculties of Arts and Science, besides technical departments in Agriculture, Forestry, Electrical Engineering, etc. It is maintained by a Government grant of £9125 in addition to the fees and the income of an endowed fund. There are hostels for students, and a college kitchen supplies dinners, but no residence is provided in the college itself. The original home of the college, a building previously known as the Penrhyn Arms Hotel, near Port Penrhyn, is still used for science classes and laboratories, but extensive new science buildings are to be erected as a war memorial to the men of North Wales.

The new buildings, opened in 1911, were built from the designs of Mr. H. T. Hare in a kind of Renaissance-Jacobean

style, and are grouped round a quadrangle, with a plain but effective tower, bearing statues of St. David and Owen Glendower. Among the rooms of special interest are the *Prichard-Jones Hall*; the *Council Chamber*, with a few portraits; the picturesque *Library*, rich in Welsh topography, newspapers, and pamphlets, with a complete collection of early translations of the Bible into Welsh, a copy of the first Welsh dictionary (1547), and an interesting collection of ballads sold at fairs (1698–1800); the *Museum*; and the small *Powis Hall*. The views from the top of the *Tower* and from the *Professor's Balcony* are fine.

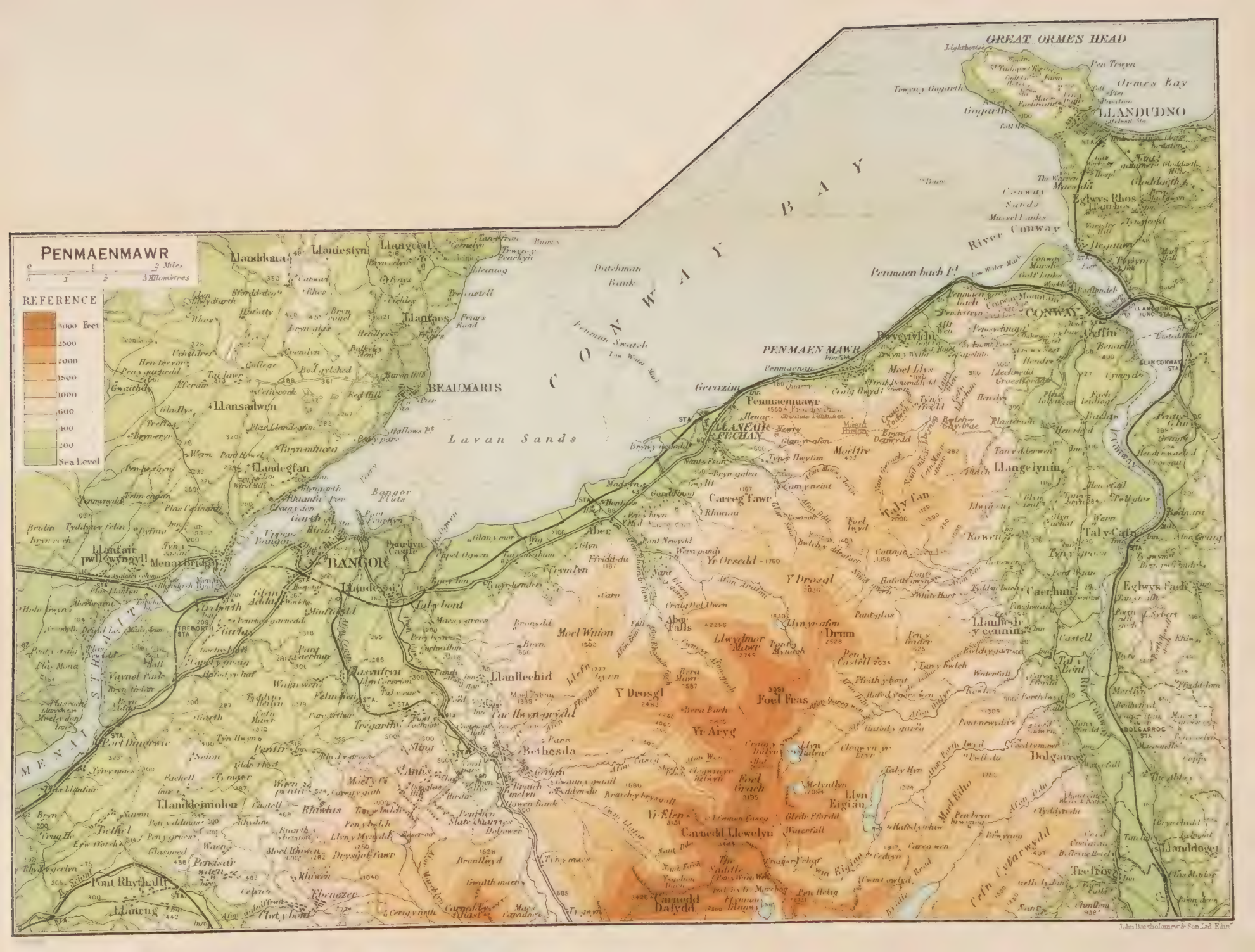
The *Recreation Grounds*, on the steep side of the hill S.E. of the town, and *Felin Esgob*, or 'Bishop's Mill,' ½ m. S., command good views. Beyond Upper Bangor, on the left of the road to Anglesey, are the public *Coed Menai Woods* and *Look Out* (view); and farther on (r.) is the old George Hotel, now a hostel.

Beyond Hirael is *Port Penrhyn*, a small harbour connected with the slate quarries at Bethesda (p. 68) by a mineral line. At *Garth* is a pier, 550 yds. long (adm. 2*d*.), from the end of which a ferry plies to Beaumaris (1*f*).

About 1 m. E. of Bangor stands PENRHYN CASTLE (adm., in the absence of the family, on Tues. and Thurs. 2–5, 2, ; each additional pers. 1*f*), the seat of Lord Penrhyn, situated in a slate-walled park 7 m. in circumference, with entrances at Port Penrhyn and Llandegai (see below). The castle, erected at a cost of £500,000, is an attempt to adapt Norman military architecture to modern uses; the five-storied keep, perhaps the most successful feature, is modelled upon that of Rochester. Within the castle visitors are shown a slate bedstead and the famous 'Hirlas Horn,' a drinking-horn said to have belonged to the Elizabethan sailor-hero Piers Gruffydd and celebrated in verse by Welsh bards and by Mrs. Hemans. In the stables the fittings are almost entirely of slate. — To the S. of the park, at the junction of the roads from Shrewsbury and Chester, is *Llandegai*, the 'model village' of the Penrhyn estate, and the scene in 1648 of Sir John Owen's defeat by the Parliamentary forces under Col. Thistleton. The early 16th cent. church, of the cruciform character uncommon in Wales, approached by an avenue of yews, contains a fine alabaster tomb (15th cent.) with two unidentified recumbent effigies, a wall-monument to Abp. Williams of York (d. 1650; p. 15), and monuments by Westmacott to Richard Pennant, created Baron Penrhyn in 1783, and Lady Penrhyn.

Amongst the most attractive excursions from Bangor are those to the *Menai Bridges* (Rte. 5 c) and to *Beaumaris* (Rte. 5 d). — From Bangor a branch railway (5 m. in 20 min.) runs, via *Felin Hen* and *Tregarth*, to *Bethesda* (p. 67), a convenient point whence to visit *Llyn Ogwen* or to ascend the two *Carnedds*.

From Bangor to *Chester*, see Rte. 2; to *Holyhead*, see Rte. 5 a; to *Carnarvon* and *Afonwen*, see Rte. 12; to *Bettws-y-Coed*, see Rte. 13.


PENMAENMAWR
Miles
Kilomètres
REFERENCE
Feet
Sea Level
GREAT ORMES HEAD
Ormes Bay
LLANDUDNO
CONWAY BAY
Conway Sands
River Conway
CONWAY
Penmaen bach Pt
PENMAEN MAWR
Penmaenmawr
LLANFAIR FECHAN
Gerazim
Lavan Sands
Datchman Bank
BEAUMARIS
Llansadwrn
Llandegfan
Llanfair pwllgwyngyll
Menai Bridge
BANGOR
Llandegai
Talybont
Aber
Carreg Fawr
Talyfan
Llangelynin
Talycafn
Llanfairfechan
Llanllechid
Y Drosgl
Foel Fras
Yr Aryg
Bethesda
Llanddeiniolen
Llanberis
Llyn Eigiaint
Carnedd Llewelyn
Carnedd Dafydd
Dolgarrog
Llanrug
Pont Rhythallt
MENAI STRAIT
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5. BANGOR TO HOLYHEAD. ANGLESEY

Anglesey, the *Mona* of Tacitus, an island county separated from the mainland by the Menai Straits, is, next to Flintshire, the smallest county in Wales. The name 'Anglesey,' long accepted as meaning simply 'the island of the Angles,' is now connected by several authorities with 'ongull,' the Norse word for fiord. This island was the chief seat of the Druids, who were attacked by Suetonius Paulinus in 61 A.D. and almost exterminated by Agricola in 78 A.D.; and it afterwards became a stronghold of the Princes of North Wales (Gwynedds) before their subjugation in 1277. In the 9th cent. Mona was known as 'the mother of Wales,' from its extensive cornfields, but the undulating surface is now for the most part bleak and monotonous, and the sacred groves which gave it the name also of 'the shady island' have been replaced almost everywhere by patches of heathery common or pastures fenced by stone walls. The country-side is dotted with small whitewashed farms and cottages and many windmills, and on the N. and W. coasts, where the scenery is at its best, are several unpretending village watering-places; and almost every part of the island affords a fine view of the Carnarvonshire mountains. Anglesey is rich in megalithic monuments, especially near the Menai shore. The title of Marquis of Anglesey was conferred in 1815 on the Earl of Uxbridge, the Waterloo hero and head of the Paget family (comp. p. 32). To the W. of Anglesey proper, and separated from it by a narrow sound, is *Holyhead Island*, with the packet-station for Dublin (60 m.; sea-passage 3 hrs.).

A. From Bangor to Holyhead.

24¾ m. L. & N.W.R. in 50–70 min. (7 7, 3 6½). This line is the final section of the through route from London via Chester to Holyhead (for Ireland), see p. 8. The Irish mail trains, however, pass Bangor without stopping. — The Road (22 m.), part of Telford's great highway, is uninteresting beyond the Menai Bridge.

Bangor, see Rte. 4. The railway traverses a tunnel and approaches the shore of the Menai Straits. — Beyond (1¼ m.) *Menai Bridge*, the station for the suspension bridge (p. 31), we diverge to the right from the Carnarvon line (Rte. 12), and a mile farther on turn N.W., crossing the straits by the tubular bridge (p. 32) and entering *Anglesey* (see above). The Anglesey Column (p. 32) is seen on the right and there is a fine retrospect of the straits and the mountains before we reach (3½ m.) *Llanfair* (several inns), a village which has gained much notoriety from its full name, which is said to contain 58 letters and 19 syllables. Of these, however, the best authenticated are the opening letters, *Llanfairpwllgwyngyll* ('St. Mary's Church by the white hazel pool') generally shortened to *Llanfair P.G.*

From Llanfair to Carnarvon, 7 m. by road and ferry (for pedestrians and cyclists only). The road leaves the main Holyhead highway just E. of Llanfair station and runs S.W., skirting the grounds of (1½ m.) *Plâs Newydd*, or 'Anglesey Castle,' the seat of the Marquis of Anglesey. The wooded park may be visited only by permission (apply at the estate-office in Llanfair village). Close to the mansion are two dolmens, the larger of which, 6 ft. high, with a table-stone 12½ ft. long and 11 ft. broad, is the finest in Wales; and about ¼ m. farther on, near the path leading to Llanedwen church, is a singularly fine kistvaen. — From the cross-roads of *Cefn Bach*, 2 m. from Llanfair, a lane diverges on the left, passing (½ m.) *Plâs Coch*, the Tudor mansion of the ancient family of Hughes, to (1¼ m.) the ferry of *Moel-y-Don* (p. 59) for Port Dinorwic. The wooded tract on the left is now almost the sole relic of the sacred groves of Mona. — About 3½ m. from Llanfair a lane on the left

turns down to (¾ m.) the small disused church of *Llanidan* (key at the adjacent manor-house), interesting for a seldom-failing 'miraculous stoup' in the S. porch, and for an ancient portable stone reliquary with a glass front, still exhibiting the bones of an unknown saint. Thence it is 2½ m. farther to *Tal-y-Foel* ferry, opposite (1 m.) *Carnarvon* (p. 59).

6¼ m. *Gaerwen* is the junction for the line to Amlwch and Red Wharf Bay (p. 29). The line now crosses the dreary *Malldraeth Marshes*, ill-drained by the *Cefni*, whose estuary forms a long sandy inlet on the left. — 12¾ m. *Bodorgan* (Meyrick Arms), near which is *Llyn Coron*, with good fishing.

Llangadwaladr, 1 m. S., has an interesting 13-14th cent. church with a remarkable late Perp. S. chapel (1661); the E. window has admirable early Perp. glass, and in the nave (N.) is the rudely inscribed gravestone (early 7th cent.) of King Cadvan or Catamanus, "Catamanus Rex Sapientissimus Opinatissimus." — *Abertfraw*, (Prince Llewelyn), 2½ m. W. of Llangadwaladr by a track across the dunes, now a decayed village, was once the residence of the bold and free-living princes of North Wales, but no traces of their palace remain. On a small rocky island, 1½ m. S.W., approached by a causeway at low tide, is the curious little church of *St. Cawfan* (key at a white cottage on the shore). — *Newborough* (view), 4 m. S.E. of Bodorgan, received a charter and its English name from Edward I. The church contains a richly carved sepulchral slab, the half-length effigy of a mass-priest, and a Norman font showing earlier motives. To the S.W. stretches the *Warren*, covered with sea-reeds (Ammophila arundinacea) which are woven locally into mats, and on a sandy headland beyond, are (3½ m.) the slight remains of *Llanddwyn Abbey* (founded c. 465) and a lighthouse.

17¼ m. *Rhosneigr* (Bay, pens. from 5 gs. per week; Maelog Lake), a small seaside resort with a golf course and fishing in *Llyn Maelog*, stands amid dunes 1 m. S.W. of the station. — 21¼ m. *Valley* (Hotel; omnibuses to Cemmaes and Rhoscolyn) is a starting-point for exploring the rocky coast of N.W. Anglesey. The railway crosses the strait side by side with the main road on a long causeway to *Holyhead Island*. 7 m. long and 1½–3 m. broad.

24¾ m. **HOLYHEAD,** Welsh *Caer Gybi*, mainly a business town (11,757 inhab.), is no longer the "scurvy, unprovided, comfortless place" that Dean Swift found in 1727. It owes its importance to the fine harbour, reconstructed in 1880 by the L. & N.W.R. for the passenger service to Ireland; but it is also a watering-place.

Hotels. Station, a large first-class establishment belonging to the railway company; Marine; King's Head, George, in the town.
Post Office, Stanley St.

Motor Tours are arranged to many points in North Wales.
Golf Course, 18 holes, 1 m. from the station.

Holyhead was selected by government as an Irish packet station in 1801, and as the terminus of Telford's great road from Shrewsbury (1815-19). The *New Harbour* (a harbour of refuge) N. of the town, opened in 1873, covers 267 acres and is protected by a breakwater 7860 ft. long. The arch at the entrance to the Admiralty pier, which protects the inner harbour, commemorates the landing of George IV in 1821. The church of *St. Gybi*, said to have been founded by the town's patron saint in the 7th cent., has a restored 13th cent. chancel and Perp. nave and transepts. The S.

exterior is striking, with an elaborate porch (in which, however, the detail is late and poor), a bold octagonal rood-turret bands of quatrefoil ornament, and battlements (S. transept) ornamented with coats-of-arms and small animals. In the modern S. chapel is a recumbent figure of the Hon. W. O. Stanley (d. 1884) by Hamo Thornycroft (1897). The massive walls of unhewn granite surrounding the churchyard (except on the E.) are sometimes thought to be Roman, but there is no record of a Roman station here. A large Roman Catholic convent in the highest part gives the town, as seen from the distance, a somewhat foreign appearance.

The chief attraction of Holyhead is the cliff scenery on the N.W. coast. The direct route to (3½ m.) the South Stack and its lighthouse is available for motors; but the following walk (6–6½ m.) is recommended. From the church we reach the entrance to the Breakwater in 25 min., and thence follow the quarry tramline to the left. Beyond (40 min.) the first quarry a path ascends to the open hill (telegraph wires) between the second and third quarries, affording fine views of the *Skerries* with their lighthouse, lying off the N.W. corner of Anglesey. In c. 50 min. the *North Stack* with its white signal station comes into view at the foot of the cliff. We ascend steeply to the left past (1¼ hr.) the remains of the old Signal Station, to (1½ hr.) the summit of *Mynydd-y-Twr* or *Holyhead Mountain* (709 ft.). Ruskin's "mighty granite rock beyond the moors of Anglesey, splendid in its heathery crest and foot planted in the deep sea," with traces of British fortification and a superb *View of the Carnarvon mountains, the Isle of Man, the Cumbrian mountains, and Ireland. Towards the S. is a precipice; we therefore retrace our steps to the well-marked track along the W. side of the hill, and bearing to the right command (2 hrs.) a fine view into the depths of *Gigorth Bay*, between the Stacks. In another 10 min. we reach the motor road from Holyhead near the top (rfmts.) of a steep flight of 402 steps descending to the ***South Stack.** From the foot of the steps a small suspension bridge crosses the narrow rocky channel separating the Stack from the mainland to (c. 2½ hrs.) the *South Stack Lighthouse* (adm. on weekdays from 1 p.m. to 1 hr. before sunset). The fine cliffs here are clamorous with sea-birds which are rigorously preserved, as their cries warn ships in foggy weather. Peregrine falcons also nest here. We return to (3½ m.) Holyhead by a lane, on the left of which (5 min.; notice-board) are the *Cytiau 'r Gwyddelod* ('Huts of the Irish'; comp. p. xxii), an excavated group of about 60 prehistoric hut foundations (circular and rectangular).

Motor services run from Holyhead to (2½ m. S.) *Trearddwr Bay* (Bay, Darien, two private hotels; good bathing) and to (5 m. S.E.) *Rhoscolyn*, two little seaside resorts with interesting rock-scenery. — Motor services to *Cemmaes Bay*, see p. 30.

B. From Gaerwen to Amlwch.

17½ m. L. & N.W.R. in 1 hr. (5/1½, 2/6½); from Bangor, 23¾ m. in 1½ hr. (7/2, 3/6).

Gaerwen, see p. 28. We diverge to the right from the main line, and pass beneath the Holyhead road at (2¼ m.) *Holland Arms* (inn), the junction for Red Wharf Bay.

From Holland Arms to Red Wharf Bay, 7 m., rail motor in 20 min. (1/0½). About ¾ m. N.E. of (1¾ m.) *Ceint* is *Plâs Penmynydd* (rebuilt), the birthplace of Owen Tudor (1385-1461), ancestor of the Tudor dynasty. This Welsh squire married Catherine of Valois, widow of Henry V, and Henry VII, the first Tudor king, was their grandson; but the claim of the last to the English throne was founded on his descent on his mother's side from John of Gaunt. *Penmynydd* church, 2 m. farther E., contains a fine 15th cent. alabaster altar-tomb, with recumbent effigies of two early Tudors. — 4¾ m. *Pentraeth* (inn). The church of *Llanddyfnan*, 1 m. W., has a remarkable sculptured S. doorway and a very unusual W. chamber separated from the nave by an arch, the three

divisions—W. chamber, nave, and chancel—widening successively from W. to E. Near by is a menhir. — 7 m. **Red Wharf Bay** *(Penllech* (*Rfmts.*; *Min-y-Don*, on the shore; *Glanrafon*), form together a quite unassuming summer-resort, attracting visitors in quest of repose. In the neighbourhood is a small golf-course. Red Wharf Bay is a pleasant inlet, with wide stretches of sand exposed at low water extending from Dwlban Point, on the W., to Bwrdd Arthur (p. 34), on the E. There are a few villas at *Penllech*, 2 m. N. (1¼ m. from the station). Hence to Amlwch, see below.

The line to Amlwch proceeds viâ (4½ m.) *Llangefni* (Bull, good; Mona Temperance), a neat modern town (1691 inhab.), in the fertile Cefni valley. In the church is a stone with a Latin inscription, and there are traces of a paved Roman (?) road in the vicinity.

The tarnhouse of *Tregaenedd*, 1 m. S.W., was the mansion of Eduyfed Vychan or Vaughan, a counsellor of Llewelyn the Great and an ancestor of the Tudors. — Near the Holyhead highroad, 1½ m. S., is the interesting mid 14th cent. church of *Llangristiolus*, with a Norman font retaining earlier motives. There is a similar font at *Cerrigceinwen*, 2 m. farther W., where the churchyard contains a holy well.

7 m. *Llangwyllog*, with dolmens. — 11 m. *Llanerchymedd* is noted for its cattle-fairs. The church has a curious bell-cote (perhaps intended for a sanctus bell) on the E. gable of the chancel. About 1 m. E. are the wells which were the daily meeting-place of St. Seriol, coming from Penmon, and St. Gybi, coming from Holyhead, as celebrated in Matthew Arnold's sonnet 'East and West.' The church of St. Tefredaucus, at *Llandyfrydog*, 2 m. N.E., is mentioned by Giraldus as the scene of a sacrilege in 1098, when Hugh, Earl of Shrewsbury, locked his dogs into the church overnight. The dogs went mad, and Hugh was slain within the month. — As we approach (14½ m.) *Rhosgoch* the height of *Parys Mountain* (416 ft.), with now-abandoned copper mines intermittently worked since the Roman occupation is seen on the right.

17½ m. **Amlwch** (*Dinorben Arms*), is a slovenly little seaport (2694 inhab.) whose fortunes have declined with those of Parys Mountain (see above). The harbour was excavated in solid rock for the sea-borne trade of the Parys mining company, which erected also the modern church, with a classical tower.

A lane leads N.W. to (1 m.) *Bull Bay*, and to (¾ m. further) the small bathing resort of that name (Bull Bay Hotel; Trecastell), with a golf course.

From Amlwch to Cemmaes Bay, 4½ m. W., motor omnibus twice daily. **Cemmaes Bay** (*Vigour*; *Stag*) is a small fishing-village and bathing-resort on a sandy cove of the bay of the same name. Another motor-omnibus plies thence to Holyhead, five times daily. The ancient church of *Llanbadrig*, 1 m. N., with some interesting details, takes its name from its supposed foundation by St. Patrick on a journey to Ireland. Beyond it is the headland of *Llanlliana*, the northernmost point in Wales, owned by the National Trust. — About 2 m. S. of Cemmaes Bay is the quarry village of *Llanfechell*, with a 12-14th cent. church. The curious beehive excrescence on the tower was added by an 18th cent. squire whose brewing (as he claimed) was disturbed by the vibration of the church-bell. — In the church at *Llanbabo*, 3½ m. farther S., are a 'low-side' window and an incised figure of St. Pabo.

From Amlwch to Red Wharf Bay, 10 m. by the main 'coastal road,' 17½ m. by the more interesting route described below (for pedestrians and cyclists

ily). We leave Amlwch by the lane leading E. to (1¾ m.) *Llaneilian*, where ne weatherworn old church (15th cent.), perhaps the most interesting in Angle- ey, stands in a rocky graveyard, reminiscent of Brittany. The church contains 15th cent. *Rood Screen and loft of unusual design, 15th cent. seats and book- esks, a communion-table of 1634, wooden dog tongs, and an ancient painting f St. Eilian (?), whose chapel (a 'myiyr' or 'place of meditation'; comp. 124) adjoins the chancel. In this chapel is a curious semicircular piece f furniture, once believed to possess miraculous healing powers for those who rrued round thrice within it. To the N.E., beyond the little *Eilian Bay*, is *oint Lynas* (lighthouse). — A very poor lane runs S. past the rectory of Llan- lian to (3¼ m.) *Pensarn*, on the 'coastal road.' Just before reaching this oad, however, we turn to the left by a lane ascending the hill, and from just bove (4½ m.) *Nebo* we obtain a remarkable *View, embracing the whole range f the Carnarvonshire mountains (among which Y Trytan stands out boldly) nd the Welsh coast line. At the foot of the hill is (1 m.) *Llanaelhaiarn*, the hurch of which contains an elaborate brass of 1607 and eleven windows with ood 17th cent. glass. The lane ends on the shore of the landlocked and sandy *raeth Dulas*, passing a monument (1910) to the 'Morusiaid,' "four patriot rothers of the Cymric race," the best known of whom was Lewis Morris (comp. 145). We, however, turn to the right and rejoin (5½ m.) the main coast-road. his we follow to the left for c. 1½ m., and then diverge to the right for (7¾ m.) *'enrhos Llugwy*, where the church contains an ancient stone. Further on a rning on the left of the main road leads to (10½ m.) *Moelfre*, a fishing-hamlet. bout ½ m. to the left of the road between this and (13 m.) *Llanallgo* is a fine nken dolmen. Llanallgo church contains an obelisk to the memory of the 95 victims of the 'Royal Charter,' wrecked off this coast in 1859; the bodies ere distributed among nine churchyards. Farther on, and c. 1 m. W. of the ain road, is *Llanfair-mathafarneithaf*, the birthplace of the 'bard' Gorouwy wen (1723–69), a tinker's son, in whom Welsh literature roused itself from a thargy of several centuries. — 17½ m. *Red Wharf Bay*, see p. 30.

C. The Menai Bridges.

The Suspension Bridge is 1¾ m. by road from Bangor and the Tubular Bridge 2 m. farther on. A motor omnibus, crossing the Suspension Bridge, may be oken to (3½ m.) the Anglesey Column; or the railway may be used to (1¼ m.) *lenai Bridge* or to (3½ m.) *Llanfair*. The pedestrian round, visiting both ridges, is 6–7 miles.

The **Menai Straits,** a channel about 14 m. long separating nglesey from Carnarvonshire, and varying in width from m. to 200 yds., may be said to begin at Bangor and to end t Carnarvon. They are crossed at three points by ferries, nd a little to the S.W. of Bangor are spanned by two famous ridges. The nearer of these, 1¾ m. S.W. of Bangor, is the **Menai Suspension Bridge** (toll, including return: foot-pas- engers and cyclists, 1*d.*; motor-cycles, 6*d.*; carriages and notors, 1/ and 1/6). The erection of this light and graceful tructure by Telford in 1819–26 at a cost of £120,000 may be aid to mark the zenith of stage coach traffic, and, though s a link in the communication with Ireland it was soon valled by the tubular railway bridge, its design and dura- ility remain noteworthy. It is still the longest suspension- ridge in the kingdom, measuring 579 ft. between the piers nd 1710 ft. over all. To allow for the transit of vessels the oadway, supported by 16 chains, is raised 100 ft. above igh-water mark. Visitors were formerly shown the under- round gallery on the Anglesey side, where the supporting hains are fastened to the rock, but this privilege is in abeyance.

The straits are well seen from the bridge, and the swiftness of the current at certain tides suggests vividly the perils of the former crossing by ferry. Near the Anglesey end is the unattractive village of *Menai Bridge* (1767 inhab.; Victoria Hotel; Anglesey Arms, pens. 10/6), including, however, the old parish-church of *Llandysilio*, on an islet approached by a causeway (W.) thought to be the landing-place of Abp. Baldwin in 1188. — Thence to *Beaumaris*, see below.

The Holyhead road skirts the Anglesey shore of the straits, with beautiful views of the two bridges and the Carnarvonshire mountains. About 1¾ m. from the Suspension Bridge it passes the *Anglesey Column* (90 ft. high; adm. 3*d.*; *View), erected in 1816 in honour of the first Marquis of Anglesey 1768–1854), who commanded the cavalry at Waterloo, where he lost a leg. His statue, in hussar-uniform, at the top is by Noble (1860). Llanfair station (p. 27) is ½ m. farther on.

A short distance E. of the column, as we return towards Bangor, a lane diverges toward the straits, passing under the railway. The lane goes on to (5 min.) *Llanfair* church, but a path descends directly to (5 min.) the shore, whence a good view is obtained of the **Britannia Tubular Bridge** carrying the main line from London to Holyhead. This masterpiece of Robert Stephenson, constructed in 1846–50 with the help of Fairbairn, at a cost of £600,000, consists of two parallel rectangular tubes of wrought-iron plates, supported by five towers, of which the Britannia Tower, 230 ft. high, rests on a rock in mid-channel. The length of the tubes is 1500 ft., their weight over 10,000 tons, and their height above high water 100 ft. The allowances for the expansion of the bridge on cast-iron rollers and the cellular structure of the top and bottom of each tube are of much technical interest; for permission to view the interior, apply at Bangor station.

Just W. of the bridge, on the Anglesey side, is a statue of Nelson, designed by Adm. Lord Clarence Paget, a younger son of the first marquis; and further S.W., but with no access along the shore, is (1½ m.) Plâs Newydd (p. 27). Visitors to the latter proceed viâ Llanfair village (p. 27).

D. From Bangor to Beaumaris.

6½ m. Motor Omnibus several times daily in ¾ hr. (1/6). — Steamer from Garth Pier to (3½ m.) Beaumaris every half hour (1/).

The road crosses (1¾ m.) the *Menai Suspension Bridge* (see p. 31), and in (2½ m.) Menai Bridge village we take the right-hand road at a fork. This skirts the wooded Anglesey shore of the widening Menai Straits, but the views are very restricted until just before we reach Beaumaris.

6½ m. **BEAUMARIS** (*Williams-Bulkeley Arms*, R. from 5/6, D. 5/, pens. 14/6; *Liverpool Arms*; *Rowland's Temperance*), the assize town of Anglesey and a quiet and pleasant watering-place (1839 inhab.), stands at the N.E. end of the Menai Straits, looking across Conway Bay to the Carnarvonshire

mountains. Besides the castle its attractions include good boating, fair bathing, a grassy sea-front, a private 9-hole golf-course (visitors by introduction), and a short pier whence steamers ply to Liverpool in summer and to Bangor (ferry). It is the headquarters of the Royal Anglesey Yacht Club. Beaumaris, variously pronounced 'Bo-morris' or 'Bew-narris,' owes its origin apparently to the castle, and its name to the marsh ('beau marais') which was drained by the fosse. The interesting parish church of *St. Mary*, restored with taste, has an early 14th cent. nave, with curious window-tracery and circular clerestory windows enclosing quatrefoils. The early 16th cent. chancel has some fragments of contemporary glass and good carved stalls with misericords. Among the monuments are the interesting brass (c. 1530) of Richard Bulkeley; a 15th cent. altar-tomb in the vestry; a memorial to the last Lord Bulkeley (d. 1822), by Westmacott; and a monumental stone to the father of Sir Philip Sidney (at the end of the chancel).

The **Castle** (adm. 3*d*.), now an ivied ruin of considerable size, occupies an open site on level ground close to the shore. It is a 'concentric' castle of great symmetry, and exhibits a remarkably interesting system of defence. The outer line of defence is practically square; but since each of its four sides has a slight salient the form is strictly that of an octagon. The square inner defence, more massive in construction and of greater height, is noteworthy, like that of Carnarvon, for its continuous inner wall-passage.

History. Beaumaris Castle was founded in 1293 by Edward I (comp. p. 60), who cut a fosse communicating with the sea by means of a canal, enabling ships to discharge provisions to the garrison. Henry IV presented it in 1400 to Henry Percy ('Hotspur') for his lifetime, in reward for services rendered in placing him upon the throne. It was held (by a Bulkeley) for Charles I against the Parliament, but capitulated in 1646 to Gen. Mytton. An early constable was Sir Richard Bulkeley, a favourite courtier of Queen Elizabeth, and after the Commonwealth Lord Bulkeley was reinstated in the post by Charles II.

The principal entrance is by the S. gateway, guarded by a small rectangular barbican, with a doorway on its W. side, necessitating a sharp right-angled turn disconcerting to assailants. Together with the corresponding gateway in the outer curtain this forms an elaborate 'double-elbowed' approach, the most striking of its kind in Britain. The large gatehouses seem to have provided most of the living accommodation of the castle; that on the N. contains, on its first floor, the *Great Hall*. The beautiful little *Oratory* in the E. face of the inner ward (and reached from the courtyard by wooden steps) is apsidal and vaulted, with a trefoiled arcade and doorway. The triple N. doorway of the outer curtain, little more than a postern, is uniquely guarded by loophooled attresses. The so-called *Gunner's Wall*, running seaward E. of the main entrance and formerly crossing the fosse by an arch, probably protected the landing of supplies or reinforcements.

On rising ground just W. of Beaumaris is *Baron Hill*, the Jacobean seat of the Williams-Bulkeley family, in the wooded grounds of which (open Thurs.

and Sun., 1 till dusk) is the carved stone coffin of Joan, wife of Prince Llewelyn, and daughter of King John of England, brought hither from the former Franciscan priory (now a barn) of *Llanfaes* (1 m. N.). Prominent on the hill above the mansion (¾ m.) is the *Bulkeley Monument* (*View).

From Beaumaris to Penmon Priory, 4½ m., motor omnibus in the season. The winding road for much of the distance skirts the coast N. of Beaumaris. 2½ m. *Lleiniog*. About 1 m. N.W., by a road diverging ¼ m. farther on for *Llangoed* (2½ m. N. of Beaumaris by direct road), is *Castell Lleiniog*, a densely-overgrown 'motte' perhaps erected by Hugh Lupus when he overran Anglesey in 1098, and surmounted by the ruins of a square fortalice. Small as it was, this hold stood a siege for the Parliament in the Civil War, but fell to Col. Robinson. A mile or two S. is the battlefield where in 819 the invading Saxons under Egbert gained a short-lived victory over the Welsh. 4½ m. ***Penmon Priory**, believed to have been founded (possibly on another site near by) in the 6th cent., was latterly an Augustinian house. The nave and S. transept of the cruciform church (key at the adjacent farm) are early Norman, with finely-sculptured W. and S. arches at the crossing, remarkable wall-arcading in the transept, and a S. nave doorway with a carved tympanum. Only one other tympanum of the kind occurs in Wales (p. 133). Two transept windows contain 15th cent. glass; there is a fine Norman pillar piscina in the N.W. corner of the nave; the base of a pre-Norman cross has been converted into a font; and two crosses of a like period stand on the central tower and in the centre of the S. transept respectively. To the S. of the chancel are remains of the small cloister, including (W.) the dormitory, now a farm, and (S.) the refectory, in ruins. A little to the E. is a curious rectangular dovecote, and on the hill to the N. (5 min.) is another ancient *Cross of unusual workmanship, said once to have been carved with the 'Mocking of our Lord.'

Beyond the priory, at the E. extremity of Anglesey, is *Trwyn-Du* (or *Menai*) *Lighthouse*, reached from the shore by an iron bridge. — Rather more than ½ m. from the shore, **Puffin Island**, a rocky islet ½ m. long, with the ruins of an early Norman tower, is the breeding-place of puffins, auks, and countless other sea-birds. It is called also *Priestholm* (as the burial place of the monks of Penmon) and *Ynys Seiriol* (after the first prior, the 'Seiriol the Bright' of Matthew Arnold's sonnet, p. 30). Giraldus relates that when, "by the influence of human passions," any discord arose among the monks inhabiting the island, their provisions were overrun by mice; but that when the discord ceased, they were no longer molested.

Other excursions may be made in this interesting and sequestered corner of the island. From *Llangoed* (see above), 2 m. S.W. of Penmon Priory, a devious lane leads to (2½ m. N.W.) the square-cut limestone bluff of *Bwrdd Arthur* (450 ft.), one of the numerous 'Arthur's Tables,' guarding the E. side of Red Wharf Bay (p. 30). On the summit is a stone-lined rampart enclosing traces of hut-circles, and forming the largest British camp in Anglesey. On the E. slope stands the little church (key at the farm) of *Llanfihangel tyn-Sylwy*, with a movable wooden pulpit. — Almost due S. of Bwrdd Arthur is (1½ m.) the church of *Llaniestyn*, with a typical Welsh porch, a curious semi-effigial 14th cent. slab to the honour of the patron Saint Iestyn, and a late 11th cent. font. The hill to the W. (485 ft.) is the highest in Anglesey. Llaniestyn lies 3½ m. N.N.W. of Beaumaris, by a road passing near (2 m.) the Bulkeley Monument (see above).

6. FROM CHESTER TO SHREWSBURY VIÂ WREXHAM

42¼ m. G.W.R. in 1–2 hrs. (11/4½, 5/7). — An alternative route from Chester Shrewsbury (39 m.) runs viâ (20 m.) *Whitchurch* (p. 39), where, however, rriages are usually changed. This line passes (10 m.) *Broxton*, near *Carden all*, a beautiful Elizabethan timbered mansion, and (13½ m.) *Malpas* (Red on), birthplace of Bp. Heber (1783–1826), with a Perp. church. From Whiturch to *Shrewsbury*, see p. 128.

Road, 40 m. Crossing Grosvenor Bridge (Pl. F 2) we keep straight on to 2 m.) **Wrexham** (see below). — Thence we follow the Whitchurch road to (14 m.) *archwiel*, where we turn to the left for (19 m.) *Overton* (p. 37). — 24 m. *Ellesere* (p. 39). — 40 m. **Shrewsbury** (p. 125).

Chester, see Rte. 1. We pass the Roodee on the left as we ave the city, cross the Dee by an iron bridge, and diverge the left from the Holyhead line, passing (2¼ m.) *Saltney*, ith its railway works. — Just before reaching (7¼ m.) *'ossett*, on the *Alun*, we cross the Welsh border and enter *enbighshire* (p. 12). — 9 m. **Gresford,** on the Alun, was the rthplace of Samuel Warren (1807–77), author of 'Ten housand a Year,' and the scene of 'The Angler' in Washgton Irving's 'Sketch-Book.' The 15th cent. **Church* has tower, less ambitious but perhaps architecturally finer an that of Wrexham (see below), with a peal of twelve lls accounted one of the 'Seven Wonders of Wales.' The tensive collection of contemporary glass including the 'Te eum' E. window, and in the N. chapel scenes from the life the Blessed Virgin, and the choir-stalls, with their bookskks and misericords, are of unusual magnificence for a nple parish church. The 17th cent. monument of Trevor evelyn, an interesting survival of the mediæval semigial motive, the Perp. font with sculptured panels, and the ree recumbent effigies, are noteworthy. — A little farther on e line enters the small but productive Denbighshire coal-field. 12 m. **WREXHAM** (*Wynnstay Arms ; Westminster Temrance ; Trevor's*), 'trim Wricksam towne, a pearle of enbighshiere,' as Churchyard calls it, is a busy market-town 0,002 inhab.). Elihu Yale (1648–1721), the benefactor of ale University, is buried here (see p. 36) ; but the ancestral me of the Yale family is at Bryn Eglwys (p. 89), 15 m. W., the Corwen road. Wrexham has three railway stations : e *G.W.R.* and *Exchange Stations*, adjoining each other, and, m. distant, the *Central Station*, a terminus of the G.C. and mbrian Railways. The *Church*, in the Perp. style (c. 1470), s a richly-decorated W. *Tower (135 ft.) begun in 1506 and nking among the famed 'Seven Wonders.' The tower is rhaps somewhat overloaded with window-openings and nels, but the four crowning turrets are graceful, and the ect of the whole is dignified ; some of the sculptures, luding the figure of St. Giles, the patron saint, are mediæval.

The church was originally of the 'aisled chapel' plan, but the great E. window (with remnants of tracery) was soon after converted into a chancel-arch, when a short chancel with a three-sided apse was added. In the N. aisle are a monument by Roubiliac to Mary Myddleton (d. 1747) and a painting of David, doubtfully ascribed to Rubens and said to have been presented by Elihu Yale along with the high altar piece (Institution of the Lord's Supper). The lectern of 1524, a curious epitaph of one Daniel Jones (1668), and the tomb of Bp. Bellot (d. 1596) are noteworthy. The N. porch was restored by graduates of Yale in 1901 in commemoration of the bicentenary of their university (tablet). The grave of Elihu Yale, also restored, is in the churchyard W. of the tower. The last two lines of the quaint rhymed epitaph are adapted from the funeral hymn for Ajax in 'The Contention of Ajax and Ulysses' by James Shirley (1659), a poem which is said to have alarmed Cromwell. The well-known hymn, 'From Greenland's Icy Mountains,' was written for a missionary service in the church in 1809 by Reginald Heber while staying with his father in-law in the old vicarage, now pulled down. Judge Jeffreys (1648–89) was born at *Acton Park*, 1 m. N. of Wrexham.

From Wrexham motor omnibuses (10*d.*) run to (5½ m. N.E.) *Holt*, which has a narrow 14th cent. bridge of many arches over the Dee (here the border between England and Wales), and a *Church (mainly 15th cent.) of the Gresford and Wrexham type, with 14th cent. nave arcades, a good W. tower, and a striking 15th cent. font. The motors go on across the Dee to *Farndon* (1/), whence another service plies to *Chester* (p. 2). Wrexham is connected by motor services with *Ruabon* and *Llangollen* (p. 92); *Caergwrle* and *Hawarden* (see below); *Mold* (p. 45); *Bangor-on-Dee* (p. 37); *Oswestry* (p. 40); and with *Chester* via *Rossett* (p. 35). — From Wrexham by road to *Corwen*, see p. 89; to *Ruthin*, see p. 53.

From Wrexham to Birkenhead and Liverpool, 31 m., G.C.R. in 1½–1¾ hr. (8/0½, 4/1). The trains start from the Central Station and call at the Exchange Station. We skirt the Denbighshire uplands, on the left, and enter *Flintshire* (p. 9) just before reaching (5 m.) *Caergwrle Castle & Wells*. This was a Roman station, occupied like Deva (Chester), of which it was an outpost, by the great Twentieth Legion. The Castle, on a high rocky ridge, vulnerable on one side only and there protected by a deep ditch, was probably of British origin; but the present fragments are mediæval and indicate a simple polygonal enclosure, with drum towers at the angles. The 'Castle Spa' (sulphur and saline springs) was opened in 1908. — At (7¾ m.) *Hope Exchange* we intersect the line from Chester to Denbigh (Rte. 9).

10¾ m. **Hawarden** (pron. 'Harden'; *Glynne Arms*). *Hawarden Castle* (no adm.), celebrated as the residence for 60 years of the Rt. Hon. W. E. Gladstone (1809–98), is situated in a charming park, the entrance to which is c. ¼ m. E. of the station. The main drives in the park are open on week-days from 10 a.m. till sunset. The ruins of the *Old Castle*, which dates from the reign of Henry III and was from 1454 to 1653 the seat of the Stanley family (Earls of Derby), are shown on week-days from 1 to 4 or 6 (adm. 6*d.*). They consist of a massive circular keep and part of the banqueting hall, and command a good view. The village *Church* has a W. window, by Burne-Jones, and a rood by Gilbert Scott, commemorating W. E. Gladstone and Lieut. W. G. C. Gladstone (killed in action in 1915). *St. Deiniol's Library*, founded in 1896 by W. E. Gladstone, is now housed in a building erected in 1902 by public subscription. — About 2 m. W. of Hawarden are the 13th cent. ruins of *Ewloe Castle*, near which Henry II was defeated by Owain Gwynedd in 1156. — Beyond (13 m.) *Connah's Quay & Shotton*, where we intersect the L. & N.W.R. line from Chester to Bangor

Rte. 2; no junction) in an unlovely industrial district, we cross the canalised Dee by a long swing-bridge and enter the Cheshire *Wirral*. Thence to (29½ m.) *Birkenhead Park* and to (32 m.) *Liverpool*, see the *Blue Guide to England*.

From Wrexham to Ellesmere, 12¼ m., Cambrian Railways in ½ hr. (3/4¼, /11¼). The line runs S.E. from Wrexham, and beyond the Dee enters Maelor aesneg (p. 9). — 5 m. **Bangor-on-Dee** (*Royal Oak*) or *Bangor Iscoed*, 'the hief choir in the wood,' ¾ m. W. of the station, with a picturesque bridge, perhaps ccupies the site of the Roman *Bovium*. Here stood the oldest monastery in reat Britain (founded c. 180), where the heretic Pelagius (a Greek form of the Velsh name Morgan, meaning sea-born) is said to have dwelt in the 4th cent., hough not a monk. The monastery was spoiled and destroyed in 607 by Ethelrid of Northumbria, in the last great victory of Saxon heathendom over British hristianity, when 1200 monks were slain, because the victor held that if they ere praying against him they were fighting against him. Some survivors fled to ardsey Island (p. 121). About 1½ m. E. of Bangor station is *Worthenbury*, ith a classical 18th cent. brick church. — 8½ m. *Overton* has a large 15th cent. hurch. 1¼ m. W. of the station. The churchyard (fine view), contains twenty-ne old yew trees, included among the 'Seven Wonders of Wales.' — 12¾ m. *Ellesmere*, see p. 39.

About 1½ m. beyond Wrexham we pass (left) *Erddig Hall*, eautifully situated on a wooded height.

16¾ m. **Ruabon** (*Rfmts.*; *Wynnstay Arms*), an industrial own (3387 inhab.) in a populous ironworking and colliery istrict, is the junction for the G.W.R. line to Llangollen, orwen, Bala, Dolgelley, and Barmouth (Rte. 18). In the arish church (said to have been founded by Mabon in the th cent.) are monuments to the Williams-Wynn family by ollekens and Rysbrack, and two recumbent figures (early 6th cent.) of the Eyton family.

Immediately S.E. of Ruabon is Wynnstay Park, with *Wynnstay*, the seat of r H. L. Watkin Williams-Wynn, one of the largest landowners in Wales. The ansion, with family portraits by Van Dyck, Kneller, Reynolds, etc., is not ppen; but visitors applying by letter may be admitted to the grounds and rge deer-park. Watt's Dyke (p. 45) runs through the park, and the mansion as formerly called 'Wattstay.'

Beyond Ruabon we leave the Llangollen and Barmouth ne on the right and descend rapidly through a mining disict into the Dee valley (good views). On the right is seen e canal aqueduct of Pont-y-Cysylltau (p. 86), with the erwyn Hills as a distant background. — Near (18¾ m.) *Ccfn* the Waterloo Tower in Wynnstay Park. We cross the alley of the Dee by a viaduct of 19 arches, 150 ft. above the ver and 510 yds. long, with a fine *View (r.) of the Vale of langollen and Dinas Bran.

21¼ m. **Chirk** (*Hand Hotel*, old-established), a pleasant order village, stands on the Welsh bank of the *Ceiriog*, a ear stream famed among anglers. In the Vale of Ceiriog wain Gwynedd gained a victory over Henry II in 1165 he church has a good 15th cent. tower, a fine 15th cent. roof the N. nave, an 18th cent. pulpit, and 18th cent. monuents of the Myddelton family (the extravagant epitaph of r Richard, d. 1716, is noteworthy). At *Brynkinalli*, the at of the Trevor family, E. of Chirk, the Duke of Wellington vhose mother was a Trevor) spent many holidays in his oyhood.

*Chirk Castle (Lord Howard de Walden), once the seat of the Myddelton family, overlooks the Vale of Ceiriog, 1¼ m. W. of the station (no adm.). Of the original 11th cent. *Castell-y-Waen*, or 'castle in a meadow,' there remains a small 'motte' near the church; but the present castle was founded by Roger de Mortimer, Lord of Chirk, early in the 14th cent., and was purchased in 1595 by Sir Thomas Myddelton, Lord Mayor of London and brother of Sir Hugh, the projector of the New River. Seized by the Royalists in the Civil War, it was unsuccessfully besieged and afterwards as unsuccessfully defended by a son of Sir Thomas (who changed sides in the great contest). The building, much battered by Cromwell's artillery, was immediately restored. The objects of interest within include a bed slept in by Charles I, the jackboots of Cromwell, and an inlaid cabinet presented by Charles II to Sir Thomas Myddelton. The park (open daily) contains a lake, near which the course of Offa's Dyke is clearly marked.

From Chirk to Glyn Ceiriog, 6½ m. light railway (2, 1; view-cars). The line ascends the glen of the Ceiriog, running close to the road most of the way. — Near (1¼ m.) *Pontfaen* is a trout-hatchery. — 2 m. *Castle Mill* is the nearest station to Chirk Castle (see above), c. ½ m. N.E. — From (4 m.) *Pontfadog*, with the remains of a famous oak, and (5 m.) *Dolywern* (Queen's) hill-roads lead N. to Llangollen (comp. p. 96). — 6½ m. *Glyn Ceiriog* (Glyn Valley Hotel). The village institute in the quarry village of *Llansantffraid Glyn-Ceiriog*, near the station, was built in 1911 in memory of John Ceiriog Hughes (1832-87), author of 'God Bless the Prince of Wales,' a poet who was successively farmer, clerk, and station-master. For the road hence to (3 m. N.) *Llangollen*, see p. 96.

The main road along the Ceiriog Valley goes on to (4½ m. farther) *Llanarmon-Dyffryn-Ceiriog*, at the foot of *Mynydd Tarw* (2230 ft.), an E. spur of the Berwyns, passing (2 m. from Glyn-Ceiriog station) *Pont-y-Meibion*, with the cottage in which Huw Morus or Morris (1622-1709), the royalist bard, was born. From Llanarmon various mountain tracks (good map necessary) cross the Berwyns S.W. to (6½ m.) *Llanrhaiadr-ym-Mochnant* (p. 42) and E. to (9½ m.) *Oswestry* (p. 40).

The line, crossing the Ceiriog, now enters *Shropshire*, and beyond (22½ m.) *Preesgweene* intersects *Watt's Dyke*, an entrenchment resembling Offa's Dyke (p. 45), 3 m. W., with which it runs parallel for nearly 40 m. The land between these entrenchments was perhaps 'No Man's Land' or 'free ground' (comp. p. 45). — From (24¼ m.) *Gobowen* a branch (r.) runs to (2¼ m.) Oswestry (p. 40). — At (26 m.) *Whittington*, with the remains of an old castle, we pass underneath the Cambrian railway from Whitchurch to Welshpool (Rte. 7). — 34¾ m. *Baschurch* is an ancient village with an interesting church.

The *Berth*, 1½ m. N., is a neolithic fortification, consisting of two ring-works, connected by a causeway and situated in the midst of what was once a mere or morass. The discovery of a bronze water-clock in the bed of this mere has led to the conjecture that the place was an astronomical station of the Druids.

On the right we approach the *Severn*. — 42¼ m. **Shrewsbury** (General Station), see Rte. 26.

7. FROM WHITCHURCH TO WELSHPOOL AND MOAT LANE

52¼ m. CAMBRIAN RAILWAYS in 2–2½ hrs. (12/3, 7/7½); to *Welshpool*, 34 m. in 1½ hr. (7/10½, 4/11½).

ROAD to Welshpool, 34½ m. We follow the Wrexham road for 2 m. out of Whitchurch and then bear to the left for (8½ m.) *Welshampton* (see below). — 11 m. **Ellesmere** (see below). — 16 m. *Whittington* (p. 38). — 19 m. **Oswestry** (p. 40). — 25 m. *Llanymynech* (p. 40). — 34½ m. **Welshpool** (p. 130). — For the road beyond Welshpool, see p. 129.

Whitchurch, in Shropshire, the starting point of the Cambrian Railways, is also a station on the L. & N.W.R. lines from Crewe and Chester to Shrewsbury (see pp. 128, 35), and is one of the principal gateways to Wales from the North of England, with through trains from Manchester and Liverpool. From Moat Lane Junction there is connection with the coast, and with *Builth*, *Brecon*, etc., but the junction between the Aberystwyth and Pwllheli sections of the Cambrian Railways is usually made at either Machynlleth or Dovey Junction.

Whitchurch (*Victoria*, R. 6/, D. 5/; *Alexandra*, tea, R., & B. 6/6), known in the 12th cent. as *Blancminster*, is a busy market-town and railway centre (5656 inhab.), notable for the manufacture of turret clocks. In the church of *St. Alkmund*, which fell in 1711 and was rebuilt in a Grecian style in 1713, is the canopied tomb, with an effigy in full armour, of John Talbot, first Earl of Shrewsbury (1388–1453), Shakespeare's "Old John Talbot" (Henry VI, pt. I), "who was so renowned in France that no man in that kingdom dared to encounter him in single combat." He was born near Whitchurch and was killed at Castillon, near Bordeaux. His heart, discovered during the rebuilding of the church, was re-interred in the S. porch. The *Grammar School* was founded in 1550.

The railway to Welshpool runs S.W., and between (3 m.) *Fenn's Bank*, which has recently developed an important trade in moss litter, and (6¾ m.) *Bettisfield*, crosses the Maelor Saesneg (p. 9), a detached portion of Flintshire, with the peaty moorland of *Fenn's Moss*. About 3 m. N. of Bettisfield is *Hanmer*, where Owen Glendower and Margaret, daughter of Sir David Hanmer, are believed to have been married, in the church that preceded the present beautiful but much restored Tudor building. Hanmer Mere is directly S. of the village. The line now re-enters Shropshire. — 8 m. *Welshampton*.

11 m. **Ellesmere** (*Bridgewater Arms*, R. from 4/, D. 4/6; *Lion*; *Red Lion*), a pleasant little market-town (1831 inhab.), has an interesting church largely rebuilt by Sir Gilbert Scott, but retaining some Norman and Perp. work, with a fine 15th cent. roof in the S. chapel, the altar-tomb of Sir Francis Kynaston (d. 1590), and a diminutive sepulchral effigy of a notary with pen and ink-horn. In the Town Hall is a small local museum, with a canoe dug out of a neighbouring peat-moss. Ellesmere stands on the banks of a little lake ('Ella's

Mere'), and to the E. and S.E. of the town, within a circuit of c. 5 m., are five others of the picturesque meres that characterize the Shropshire plain. The *Shropshire Union Canal*, which unites the Severn, Dee, and Mersey, passes a little to the S. of the town. The grand-nephew of the last Duke of Bridgewater (d. 1803) was created Earl of Ellesmere in 1846, in continuation of the Bridgewater peerage.

We cross the G.W.R. line from Shrewsbury to Chester (Rte. 6) at (16¼ m.) *Whittington* (p. 38); the two stations are c. ½ m. apart. The chief remains of the castle here, which was built by the Peverels and afterwards belonged to the Fitz-Warines, of whom Fulke Fitz-Warine is identified as the original Robin Hood, are the moat and the picturesque 13th cent. gatehouse.

18¼ m. **OSWESTRY** (*Rfmts.*; *Wynnstay*, R. 7/, D. 5/, good; *Queen's*, R. 4/6, D. 5/) is an ancient border town (9790 inhab.), with a market and the engine and carriage works of the Cambrian Railways. The stations of the G.W. and Cambrian railways adjoin one another. The position of the town in relation to the Marches made it a centre of constant strife; it was twice burnt by the Welsh and once by King John. The body of Oswald, the Christian king of the Northumbrians, who was slain here in 642 in the battle of Maserfield, was nailed to a cross by the pagan victor Penda of Mercia: hence the name of the town ('Oswald's Tree,' Welsh 'Croes Oswallt'). The large church of *St. Oswald*, frequently rebuilt, contains a monument, in the N. aisle, to David Yale (d. 1763) of the family of Elihu Yale (see p. 35). The lych-gate at the S.W. corner of the churchyard is dated 1631. Among the objects of interest in the *Museum*, in the Guild-hall, is a 'scold's bridle.' The *Recreation Ground* occupies the site of a castle founded before the date of Domesday Book by Rainald de Bailleul, and taken and 'slighted' by the Parliament in 1644. Only the motte-hill and a few fragments of masonry remain. At the corner of Cross St. is the half timbered *Llwych Mansion* (1604). — *Old Oswestry*, 1 m. N., near Watt's Dyke (p. 45), which has been suggested as the site of the Roman *Mediolanum* (comp. pp. 42, 133), has a well preserved British earthwork with a triple rampart.

A short line from Oswestry (G.W.R. station) joins the railway from Chester to Shrewsbury at (2¼ m.) *Gobowen* (p. 38).

From Oswestry to *Llangynog* (Lake Vyrnwy, etc.), see Rte. 8.

The Tanat Valley Railway (Rte. 8) diverges to the W. from the Welshpool line just before the latter reaches (22 m.) *Llynclys*. — 24¼ m. **Llanymynech** (*Rfmts.*; *Lion*), the 'church enclosure of the monks,' near the meeting point of three counties (Shropshire, Montgomery, and Denbigh), is an angling resort and railway junction, with important quarries in the carboniferous limestone. The discovery of tools, and coins of Antoninus at Ogo's Hole, to the N., has led to the

conclusion that the Romans mined for copper there. Llanymynech is connected by light railway (see p. 128) with *Shrewsbury*, and passengers thence or from the S., bound for the Tanat Valley Railway, change at Llanymynech, which is connected by a direct branch line with (2½ m.) *Blodwell Junction* (p. 42).

From Llanymynech to *Llanfyllin* (Lake Vyrnwy, Llanfair Caereinion), see below.

Beyond Llanymynech the railway crosses the Vyrnwy and enters *Montgomeryshire* (p. 129). 25¾ m. *Four Crosses*. Offa's Dyke runs between the road and the railway. The Breidden Hills (p. 130) rise on the left, beyond the winding Severn which is crossed near (29¼ m.) *Poolquay*, and at (31¼ m.) *Buttington* (p. 130) we join the line from Shrewsbury (Rte. 32). — 34 m. **Welshpool,** and thence to (52¼ m.) *Moat Lane Junction*, see p. 130.

From Llanymynech to Llanfyllin, 8¾ m., branch line in c. ½ hr. (2/2½, 1/4). *Llanymynech*, see p. 40. We ascend the valley of the Vyrnwy to (3¼ m.) *Llansaintffraid-ym-Mechain* (Lion, an angler's inn), where the church has a Jacobean window (1619) and a good wooden S. porch, and then enter the small valley of the *Cain*. — 5 m. *Llanfechain* has a church dedicated to St. Garmon (Germanus), containing an inscribed pulpit (1636) and an iron chandelier (1737). — 8¾ m. **Llanfyllin** (1639 inhab.; *Wynnstay Arms*, with a fine old staircase; *Eagle*; *Llanfyllin Temperance*), pleasantly placed in the upper Cain valley amid steep wooded hills, was formerly noted for its strong ale; "old ale fills Llanfyllin with young widows." In the early 18th cent. 'conventicle style' red-brick church, which has a noted peal of bells, are preserved a chained copy of 'The Whole Duty of Man' (1687) and a square of silk, embroidered I.H.S., found among the ruins of Ypres cathedral by a soldier from the town. A shop in the town is embellished with wall-paintings executed by French prisoners during the Napoleonic wars.

From Llanfyllin to Lake Vyrnwy, 9 m., coach daily in summer if at least three passengers present themselves. The road, which for the first 5 miles is also the road to Dinas Mawddwy, leads to the W. About 1 m. from the station a hilly road diverges on the right for *Llanrhaiadr-ym-Mochnant* (6 m.; p. 42) and *Pistyll Rhaiadr* (p. 42). — We pass ½ m. to the N. of (4½ m.) *Llanfihangel-yng-Ngwynfa*, where there are interesting but mutilated sepulchral slabs (c. 1400) in the fireplace of the church vestry. About ½ m. farther on we leave the Dinas road and turn to the right (N.W.). The road ascends to a height of 1104 ft., and then (7 m.) begins the descent to (8¾ m.) the lake and (9 m.) *Lake Vyrnwy Hotel* (p. 43). — The Dinas Mawddwy road goes on to the S.W., crosses (3 m.; 1 m. from Llanfyllin) the Vyrnwy by the picturesque *Pont Llogel*, and 4 m. farther on, near *Pen-y-Bont*, joins the road from Llanfair Caereinion to *Dinas Mawddwy* (12 m. farther; see p. 131).

From Llanfyllin to Llanfair Caereinion, 12½ m., by road through a pleasant broken country. The road, running at first S.E. parallel to the Oswestry-Llanfyllin railway, diverges (2 m.) from the Oswestry road, just short of Bryngwyn Station, and winds over the low wooded *Bwlch-y-Cibau* to join the long

straight road (perhaps Roman) that runs along the foot of the Allt-y-Main ridge and leads up the valley of the Vyrnwy to the right. 7 m. *Meifod* (King's Head; Lion), is a charming old world village in a delightful situation, celebrated in Welsh poetry. At or near Meifod was once a summer residence ('maifod') of the princes of Powis. The church (consecrated in 1155), with a 13th cent. tower, exhibits work of all periods from Norman to modern. It stands in a spacious churchyard which has contained at least one and perhaps two other churches and is the mother-church of a wide district. The Roman *Mediolanum* has been variously located at Meifod, at *Mathrafal*, c. 2 m. S.W., which succeeded Shrewsbury as the seat of the princes of Powis, at Old Oswestry (p. 40), in the neighbourhood of Llanymynech (p. 40), and at Caersws (p. 133). About 1½ m. farther on we cross the Vyrnwy, beyond which we ascend to the left above its tributary the Einion or Banwy (p. 131). — 11 m. *Henuarth*. — 12½ m. *Llanfair Caereinion* (p. 131).

8. FROM OSWESTRY TO LLANGYNOG

19½ m. Tanat Valley Railway (Cambrian), in 1¼ hr. (4 8, 2 10). This line, a light railway of standard gauge, ascends the valley of the Tanat, and forms the easiest approach to the S. side of the Berwyn mountains (p. 96), to the fall of Pistyll Rhaiadr, and to Lake Vyrnwy.

Road to Lake Vyrnwy, 24 m. We follow the Llanymynech road to (3½ m.) *Llynclys* (p. 40). There we turn to the right, and at (5½ m.) *Blodwell Junction* (see below), to the left for (8½ m.) *Llansantffraid* (p. 41). — 14½ m. **Llanfyllin** (p. 41). — About 8 m. farther the road, curving to the left, descends a very steep gradient with a 'hairpin' bend to the right. — 24 m. **Lake Vyrnwy** (p. 43).

Oswestry, see p. 40. We follow the line to Welshpool (Rte. 7) for 3½ m., then diverge to the W. just short of Llynclys (p. 40). At (4¾ m.) *Porthywaen* we enter the charming valley of the *Tanat*, an affluent of the Vyrnwy. — From (6 m.) *Blodwell Junction* a loop line (2½ m.) runs S.E. to Llanymynech, on the main line (p. 40). — 6¾ m. *Llanyblodwell*, an angler's resort. — Just short of (10¾ m.) *Llangedwyn* (Bridge Inn) we enter *Denbighshire* (p. 12). The church (c. ½ m. N.E. over the river) has the recumbent effigy of a mass-priest. *Llangedwyn Hall* was the residence of Sir W. Williams Wynn, the generous friend of Southey, who visited him here along with Bp. Heber. About 2½ m. N.E. a mound surrounded by a moat marks the site of *Sycharth*, a residence of Owen Glendower, described in a poem by the bard, Iolo Goch. The royalist satirical poet, Hugh Morris (see p. 38), is buried at *Llansilin*, 2 m. farther N. From here there is a pleasant return to (6 m. E.N.E.) Oswestry by road up the *Cynllaith* viâ *Lledrod* and *Rhydycroesau*. — 14 m. *Llanrhaiadr-ym-Mochnant*, c. 1½ m. S.E. of the village (Sun Temperance Inn), of which Bp. Morgan (p. 48) and Robert South (1634–1716) were once vicars. Brakes ply in summer from the station to Pistyll Rhaiadr. In the church is a Celtic cross slab, unique in Wales, of a type rare except in the Isle of Man and Scotland.

The waterfall of ***Pistyll Rhaiadr,** perhaps the finest in Wales, of which Borrow wrote "I never saw water falling so gracefully, so much like thin beautiful threads as here," is 4¼ m. N.W., in the narrow valley of the Rhaiadr, here forming the boundary between Denbighshire and Montgomeryshire. We leave Llanrhaiadr and keep to the E. side of the river by the road which diverges to the right just short of the bridge over the Rhaiadr, and in c. 1 m. the falls come into

sight at the head of the valley. At (4 m.) the farm of *Tan-y-Pistyll* (rfmts.) we pass through a gate and the track divides, the lower branch (l.) leading to the fall, while the upper (r.) goes N.W. to Llyn Llyncaws (see below), thence over the Berwyns and on to Llandrillo. Passing the farm-house we cross a footbridge and keep up the hill to the right for the best view. Pistyll Rhaiadr on the *Disgynfa* descends some 210 ft. by a series of leaps, of which the first is an unbroken cataract of more than 100 ft., falling into a cauldron whence the second cascade issues through a gap in the rock. *Llyn Llyncaws* (see above), about 1½ m. above the farm, is a small tarn (2000 ft.) in a fine rock amphitheatre, whence we may climb to (½ m.) the top of *Moel Sych* (2713 ft.), the highest point of the Berwyns (view). The descent thence may be made to Llandrillo (p. 89), in the Dee valley, either by a direct track (5 m.) or N.E. over *Cader Ferwyn* (2600 ft.) to (1¼ m.) *Bwlch Maen Gwynedd*, the saddle c. ½ m. S. of *Cader Fronwen* (2572 ft.), whence we descend W.N.W. alongside the *Clochnant* to (4¼ m.) Llandrillo.

17 m. *Pen-y-Bont Fawr* is the nearest station to Lake Vyrnwy. A coach runs daily in summer by the hilly and picturesque road, following the line of the Vyrnwy aqueduct, viâ (3 m.) *Hirnant* and (6½ m.) the 'new' model village of *Llanwddyn* (comp. p. 44), at the S.E. end of the lake, to (7 m.) the *Lake Vyrnwy Hotel* (R. from 6/6, D. 5/6, pens. from 16/, first-class), which stands above the shore of the lake, c. ½ m. from the dam (see below).

Lake Vyrnwy (825 ft.), the largest single inland sheet of water in Wales, 5 m. long and on an average rather less than 1 m. wide, was formed in 1880-90 as a reservoir for the water supply of Liverpool. The surface area is 1121 acres, the storage capacity 12,131 million gallons, and the catchment area nearly 36 square miles. Application to view the works in detail should be made to the chief engineer at Liverpool. Loch Leven trout have been successfully introduced into the lake: fishing tickets (4/ per day) may be had at the hotel.

Lake Vyrnwy, 'artificial' as it is, has given charm and distinction to a valley that previously had no particular character; no beautiful natural feature was destroyed in its construction and no spots of historical or literary association were submerged. The surrounding moorland and wooded hills have a quiet beauty of their own, and the crags of *Allt-yr-Eryr* (1777 ft.), at the N. end of the lake, supply the only touch of wilder scenery. Before the construction of the reservoir the *Vyrnwy*, the chief Welsh tributary of the Severn, was here a small stream, meandering across a marshy flat formed by the sands and gravels which had silted up a lake basin scooped out in glacial times, so that the reservoir may be regarded as a restoration of an earlier natural feature.

A good carriage road encircles the lake close to its shores in a round of 13½ m. (motors at the hotel). The huge stone *Dam*, 390 yds. long and 160 ft. high, built at the S.E. end of the lake to retain its waters, rests upon a bar of glaciated rock that performed the same function for the glacial lake. The road is carried across the dam on a series of arches, through which the surplus waters escape after wet weather in imposing cascades. About 1 m. from the dam, on the N.E. shore of the reservoir, is the picturesque Gothic straining-tower marking the entrance to the *Hirnant Tunnel* (2½ m. long), which forms the first section of the aqueduct, 75 m. long, that conveys the water to Liverpool. Farther on, at the mouth of the Cedig, is the site of the submerged 'old'

village of *Llanwddyn*, and at the N.W. end of the lake is *Rhiwargor* (p. 99). In a bay on the S.W. coast, c. 4 m. from the dam, is the submerged site of *Eunant*, at the point where a road diverges W. for the Bwlch-y-Groes, on the Dinas Mawddwy and Bala road (see p. 99).

From Lake Vyrnwy to Bala viâ Llangynog, 21 m. by road. This is the best and safest motor route from the lake to the Dee valley, but at places requires very careful driving (see below). — From the Lake Vyrnwy Hotel to (7 m.) *Pen-y-Bont Fawr*, see p. 43. — Here we turn sharp to the left for (9¼ m.) *Llangynog* (see below). The ascent begins at once beyond this village, and we climb by a well engineered road along the E. flank of the glen of the *Eiarth*, with the old road in the bottom of the valley below us. As we approach the summit we pass opposite the fine crags of *Craig-y-Castell* and *Craig Blaen Rhiwarth* and the unfenced road is cut along the face of a precipitous slope. At (12¾ m.) the top of the *Milltir Gerrig Pass* (1638 ft.) we quit Montgomery to enter Merioneth, and the *View (confined during the ascent to the narrow limits of the valley) now opens grandly over stretches of wild moorland to distant mountains beyond: towards the N., down Cwm Pennant beyond Llandrillo and across the Dee, are the Clwydian Hills, and to the N.W. beyond the Bala depression is the noble mass of Arenig Fawr, with the Merionethshire Carnedd-y-Filiast and Foel Goch to the right of it. The road undulates for a time along the plateau, then descends more steeply, and rounds some turns of dangerous abruptness just before joining (17½ m.) the Bala road, about 1 m. S.W. of Llandderfel (p. 89). — Thence we hold W., to the S. of the railway and the Dee. 21 m. *Bala*, see p. 97.

From Lake Vyrnwy to *Bala* viâ Cwm Hirnant, see p. 99, viâ Cwm Eunant and Bwlch-y-Groes, see p. 99; to *Dinas Mawddwy* viâ Cwm Eunant, see p. 136; to *Llanfyllin*, see p. 41.

19½ m. **Llangynog** (*Powys Arms*), the terminus of the railway, is a small, granite-quarrying village (518 inhab.) at the foot of Craig Rhiwarth and near the meeting of the Tanat and Eiarth glens. The former lead-mines and slate-quarries are now closed. About 2½ m. W., in the secluded valley of the Tanat, is the interesting little Norman church of *Pennant Melangell*, containing two 14th cent. recumbent figures of a knight in armour and his wife, an 18th cent. wooden candelabrum, and a 15th or 16th cent. rood-screen. The loft of the last has been removed to the W. end of the church; on its bottom beam are mutilated carvings illustrative of the 7th cent. legend of St. Melangell or Monacella, according to which a hare, hunted by Brochwel Ysgythrog, Prince of Powis, took refuge under her robe. Thenceforward she became the patron saint of hares, and 'St. Monacella's lambs' were regarded as sacred in the district for a time. Some carved fragments built into the S. outside wall of the church and into both sides of the massive S. lych-gate may have belonged to her shrine which is supposed to have stood originally in the small chamber behind the blank E. wall of the church. In the graveyard are the relics of two very ancient yews. Conspicuous at the rounded head of the valley, towards (1¼ m.) Craig Wen, is *Pistyll Blaen-y-cwm*, a white thread of cascade.

From Llangynog to *Lake Vyrnwy* and to *Bala*, see above.

9. FROM CHESTER TO CORWEN VIÂ DENBIGH

48 m. L.N.W.R. in 2⅓ hrs. (9/7½, 4/10); to *Denbigh*, 29¼ m., in 1–1½ hr. (8/9, 4/3½). Carriages are sometimes changed at Denbigh. — Corwen is reached more quickly from Chester by the G.W.R. viâ Ruabon. — The main road from Chester to *Denbigh* (27½ m.) closely follows the L. & N.W.R. route. For the road from Chester to (36 m.) *Corwen* viâ Mold and Ruthin, see pp. 46, 47.

ROAD, 47½ m. To (24 m.) *Bodfari*, see p. 8. — There we bear to the left for (27½ m.) **Denbigh** (p. 50). — Thence to (47½ m.) **Corwen,** see p. 47.

Chester, see Rte. 1. We start from the General Station, and diverge to the left from the Holyhead line at (3¾ m.) *Saltney Ferry*, in *Flintshire* (p. 9). — 4¾ m. *Broughton & Bretton* is an alternative station for Hawarden Castle, 2 m. N.W. (comp. p. 36). — At (9¼ m.) *Hope* (*Exchange Station*) we intersect the G.C.R. from Wrexham to Birkenhead and Liverpool (p. 36). Between Hope and Mold the railway crosses the N. Wales coalfield (p. 12). — On the hillside overlooking the railway between (10¼ m.) *Padeswood and Buckley* and (11¼ m.) *Llong* (Old Welsh, 'plain' or 'meadow') are the remains of Watt's Dyke, which here generally followed the 400 ft. contour and formed a barrier between the uplands of the W. and the Marches. According to Thomas Churchyard (1520?–1604) the space between Watt's Dyke and Offa's Dyke (remains of which are found c. 2 m. W.) was a 'No Man's Land'—

> 'Between which two both Danes and Britaines met
> And traffick still, but passing bounds by sleight
> The one did take the other prisoner straight.'

We ascend the valley of the *Alun*.

13¾ m. **Mold** (*Black Lion ; Star*), called in Welsh *Y Wyddgrug*, or 'the mound,' and situated on the Alun, is the county town (4659 inhab.) of Flintshire. The pleasant High Street, planted with trees, contains some modern 'magpie' houses. The Perp. *Church*, mainly of the late 15th cent., has an effective tower of 1773; the richly decorated spandrels of the nave arcades and the friezes of animals within and without are worthy of note. The apsidal chancel was added by Sir Gilbert Scott. The church has a fine roof and some good stained glass (15th and 16th cent.); the Elizabethan window (N. aisle) illustrates the Legs of Man and the Eagle and Child of the Stanleys (who were once Lords of Man), motives that recur in the spandrels. Richard Wilson (1714–82), the landscape-painter, a native of Mold, is buried in the churchyard, near the N. door. In a small public park at the N. end of High Street, is *Bailey Hill*, a fine example of an early Norman motte and double bailey, probably erected by Robert de Montalt, from a corruption of whose name 'Mold' may be derived. The reduction of the castle here by Owain Gwynedd in 1147 was "one of the sweetest triumphs that the Welsh

ever won." Near the railway station is a statue of *Daniel Owen*, author of 'Rhys Lewis' and other novels depicting Welsh life and character in the mid-19th century.

About 1 m. W. of Mold is *Maes Garmon*, 'the field of Germanus,' where a stone column (1736) commemorates the 'Alleluia Victory' of the native Christians under St. Germanus, bishop of Auxerre, over the heathen Piets and Scots in 430. Terror-stricken by a simultaneous shout from the Christians, the pagan host fled without striking a blow. St. Germanus had been sent to Britain to combat the Pelagian heresy (p. 37). About 1½ m. S. of Mold is the early 15th century embattled house of *Tower*, to which, on the S. side, a Queen Anne mansion has been joined. — At *Bryn yr-Ellylion* (the Hill of Goblins) near the Alun at Mold a cairn was discovered containing a gold peytrel, or corselet for a pony, weighing 17 ozs. (now in the British Museum).

A branch-line runs S.E. from Mold to (5½ m.) *Brymbo*; and motor-omnibuses ply to *Flint* (p. 9), *Holywell* (p. 10), *Hawarden* (p. 36), *Chester* (p. 2), and *Wrexham* (p. 35).

From Mold to Ruthin, 11 m., motor-omnibus twice daily (three times on Sat.) in 1½ hr.; 15 times daily to Loggerheads Inn. The road ascends a long hill, with a good backward view of Mold, to the ragged quarrying village of (1½ m.) *Gwern-y Mynydd*, and drops into the upper valley of the Alun at (3 m.) the picturesque *Three Loggerheads Inn*, which has a sign showing *two* loggerheads painted by Richard Wilson (see p. 45), who died at *Plas Colomendy*, near by. On the E. the glen is bounded by limestone cliffs; on the W. by the slopes of the Clwydian hills (p. 47). At (4 m.) *Tafarn Gwyn* the old road to Ruthin (4½ m.) diverges on the right, leading over the *Bwlch-Pen-Barras* (1100 ft.; 2 m.), whence the summit of Moel Fammau is easily reached (see p. 52). — We, however, proceed along the newer terrace road to the village of (5 m.) *Llanferres* (Druid Inn), beyond which a sweeping curve to the W. brings us to (7 m.) *Bwlch-y-Parc* (944 feet), between Moel Feullí on the N. and Moel Gyw on the S. A magnificent *View here suddenly opens across the head of the Vale of Clwyd to the distant Carnarvon mountains. The descent is steep and winding, requiring caution from cyclists. At (9½ m.) *Llanbedr* the old road (see above) rejoins the new one. — 11 m. *Ruthin*, see p. 52.

Two other routes from Mold to Ruthin are available for walkers. The first (11 m.) follows the road to (4½ m.) *Cilcain* (see below) and (4½ m.) *Pentre*, whence a track leads to (2 m.) the summit of Moel Fammau (see p. 52). By the second (12½ m.) we leave the main road 1 m. S. of Llanferres and go on up the valley of the Alun to the secluded village of (7½ m.) *Llanarmon*. The interesting church of St. Germanus here consists of two equal naves divided by an 18th cent. wooden arcade, and has a beautiful example of plate-tracery (c. 1270) in the E. window of the N. chancel. Noteworthy also are the typical Welsh roofs, the recumbent effigies of Gruffydd ap Llewelyn ap Ynyr (late 13th cent.) and of a mass-priest, the monument of Evan Lloyd (d. 1639) reproducing a not uncommon mediæval motive, and a mediæval bronze chandelier, with a small statue of the Virgin. — 12½ m. Ruthin may be reached direct by a rough pass to the N. of Moel-y-Plâs.

Beyond Mold the railway ascends a pleasant glen, with views of Halkin Mountain (r.) and the Clwydian Hills (l.). — From (16¼ m.) *Rhyd-y-Mwyn* a pleasant walk leads S.W. up the *Leete*, the lovely glen of the upper Alun to (c. 2 m.) a road ascending the W. slope of the glen and leading to (¾ m.) *Cilcain*, the church of which has a 15th cent. hammer-beam *Roof, good 15th cent. glass, and beautiful 18th cent. iron gates to its S. porch. Walkers may go straight on up the glen to (2 m. farther) the Loggerheads Inn (see above). — Just before (19½ m.) *Nannerch* we cross the saddle connecting Halkin Mountain with the Clwydian Hills (comp. p. 47). — 23 m. *Caerwys*. At the now insignificant village, 1¼ m. N., perhaps the Roman *Varæ*, a station mentioned in the Antonine Itinerary, an early Eisteddfod was celebrated in the reign of

Henry VIII (comp. p. xxxiv). The church has a square embattled tower, some relics of mediæval glass, and an old rood-screen. — 25¼ m. *Bodfari* (good fishing), also identified with Varæ (see p. 46), stands in a gap of the hills, through which the railway emerges into the Vale of Clwyd (see below). We cross the river Clwyd midway across the vale. — 29¼ m. **Denbigh,** and thence to (48 m.) **Corwen,** see p. 50.

10. FROM RHYL TO CORWEN. THE VALE OF CLWYD

30 m. L. & N.W.R. in 2–4 hrs. (8/9, 4/4½). Carriages are sometimes changed at Denbigh.

Road, 31 m. We ascend the Vale to (5½ m.) **St. Asaph** (p. 48), and keep straight on to (11 m.) **Denbigh** (p. 50). — 18 m. **Ruthin** (p. 52). — 31 m. **Corwen** (p. 87).

The ***Vale of Clwyd,** traversed from end to end by this route which closely follows the road on the left side of the river, presents a tranquil and in many parts idyllic scene, far removed from the grandeur of other valleys in N. Wales. It is some 20 m. in length and broadens gradually northwards from its head, near Llanfair Dyffryn, to 4 m. at Denbigh and 8 m. at its mouth, where it opens in a broad level fan to the sea. Drained by the Clwyd, the Vale is bordered by the bleak Mynydd Hiraethog (p. 51) on the W. and the Clwydian Hills (see below) on the E., and here the infertile Wenlock shales of the uplands give place to a stretch of New Red Sandstone, rimmed round by limestone of carboniferous age, and on this kindlier soil the fertile meadows, richly set with hedges and trees, present the aspect of a 'little England within Wales.' Within the limits of the valley are the small cathedral of St. Asaph, the castles of Rhuddlan, Denbigh, and Ruthin, and many interesting ancient churches notable for their relative profusion of old glass.

The beautiful Clwydian Hills, extending N. from the mass of Llantysilio and Eglwyseg which overlooks the Vale of Llangollen (p. 86), are divided into short isolated ridges and rounded summits by a series of high passes, probably ancient breaches made by the sea. The highest summit is *Moel Famma*u (1820 ft.), see p. 52. The Clwydian Hills mark the historic line of British resistance against Roman, and possibly even Saxon, aggression; and traces of entrenchments remain upon the following six hills, named in order from N. to S., *Moel Hiraddug* (867 ft.), near the sea; *Moel-y-Gaer* (600 ft.), above Bodfari; *Pen-y-Cloddiau* (1442 ft.), with the largest hill-station; *Moel Arthur* (1494 ft.) and a second *Moel-y-Gaer* (1092 ft.), N. and S.W. respectively of Moel Fammau; and *Moel Fenlli* (1676 ft.), above Ruthin.

To the N.E., in Flintshire, and connected with the main ridge by a low neck (492 ft.) near Nannerch (p. 46), is *Halkin Mountain* (943 ft.), much mutilated by quarries and lead mines. These latter were worked by the Romans, whose 'Via Antonina' from Deva (Chester) to Conovium (Caerhûn) is supposed to have followed the ridge. Cornish miners were attracted to the district during the 18th and 19th cent., and colonies of their descendants still survive.

Rhyl, see p. 11. We cross the river *Clwyd* near its mouth, and diverge to the left from the main Holyhead line, crossing the reclaimed marsh-land of *Morfa Rhuddlan,* where in 796 the Welsh under Caradoc were routed by Offa of Mercia.

3½ m. **Rhuddlan** (*New; Mariner's Arms*), now a decayed village, was once a considerable port, where, in a building on a site now occupied by the 'Parliament House' (inscription) in the main street, Edward I enacted in 1284 the 'Statute of Rhuddlan,' providing for the government of the conquered

principality. Here also Queen Eleanor gave birth to a princess. The *Church* (largely 13th cent., and of local two-nave type) has some good sepulchral slabs. The piers and arches of the two-arched bridge across the Clwyd date from c. 1595, but the superstructure has been much repaired. The **Castle*, one of the four examples of the strictly concentric type in Wales (comp. pp. 33, 116, 206), was built on a rectangular plan by Edward I c. 1277. It was guarded on the W. by the river, and on the other three sides by a moat filled partly by tidal and partly by river water. The outer wall was perhaps a mere breast-work, except towards the river, where traces of an important water-gate remain. The inner ward was entered at its N.W. and S.E. corners by gateways, each set diagonally between two drums, whilst the lower part of its curtains is pierced by lines of elaborate loops. Here Richard II was a prisoner in 1399 on his way to Flint. It was taken by the Parliamentarians in 1646, and was 'slighted' by their order.

Tut Hill (fine view), 6 min. S., is apparently the 'motte' of the earlier Norman castle erected jointly by Hugh Lupus and his vassal, Robert of Rhuddlan, 'the terror of North Wales.' This "noble castle" gave hospitality to Giraldus in 1188. Still farther S. (4 min.), at *Priory Farm*, are slight remains (14th cent. incised slab of an abbot, etc.) of a Dominican priory founded in the 13th century. About 2 m. E. of Rhuddlan is *Bodrhyddan*, the seat of the Conwy family, with a noted collection of old armour and a park open to the public.

6 m. **ST. ASAPH** (*Plough*) is a dignified village-city (1833 inhab.), pleasantly situated on a ridge between the Clwyd (E.) and the Elwy (W.) which provide excellent fishing (licences may be obtained at the hotel). Sir Henry Stanley (p. 50) was brought up in the workhouse here (1847–56). The parish church (13–15th cent.) has an admirable hammer-beam roof in the S. nave, but the building of chief interest is the cathedral, in front of which is a monument to Bp. Morgan, who is buried in the cathedral, and his fellow-translators of the Bible into Welsh.

St. Asaph Cathedral is the smallest cathedral of old foundation in the kingdom (182 ft. long; 68 ft. wide; 108 ft. across the transepts), and is remarkable among Welsh cathedrals for its situation on a hill. The exterior is plain but dignified, with a massive central tower. Visitors are admitted from 8 a.m. till dusk (gratuity to the verger). Services on week-days at 8.15 and 3.15 or 5.15; on Sun. at 8.15, 11, 3.30, and 6.

History. The see was founded at Llanelwy (the English name St. Asaph, is not met with before 1100) before 573 by St. Kentigern (the Scottish St. Mungo; d. 612), whose successor was St. Asaph. There is no definite record of any bishop after St. Asaph till 1143, though possibly the succession was continuous. Amongst the distinguished bishops were Dr. Morgan (1602–4; see above), William Lloyd (1680–92), one of the 'Seven Bishops,' and Samuel Horsley (1802–6), the famous opponent of Priestley in the Trinitarian controversy; and the notorious pluralist John Luxmoore held the see in 1815–30. The cathedral, described by Giraldus in 1188 as "paupercula sedis Lanelvensis ecclesia," was destroyed by the English in 1282 but rebuilt by Bp. Anian (1268–93) and his two successors. The wood-work was burned by Owen Glendower in 1402, but the church was re-roofed and refitted by Bp. Redman (1471–96). The tower

was rebuilt in 1715, after its destruction in a storm; and the choir was barbarously remodelled about 1780. The church was restored by Scott in 1867–75. — On June 1st, 1920, Dr. A. G. Edwards, Bishop of St. Asaph, was enthroned as the first archbishop of the newly constituted Church in Wales.

Interior. Within, the building gives an effect of dignity and space, notwithstanding its small dimensions. The Dec. NAVE (begun by Bp. Anian) has arcades with continuous mouldings and a noteworthy clerestory. The beautiful curvilinear W. window retains its original design. In the S. aisle is a tablet to Mrs. Hemans (d. 1835), whose family lived for some years in the neighbourhood (p. 13). The TRANSEPTS are contemporary with the nave. In the S. transept, now the *Chapter House*, is the 14th cent. recumbent effigy of a bishop, and a collection of early *Bibles and Prayer-books, including three copies of the first prayer-book of Edward VI (1549), one of which belonged to Roger Ascham, the first prayer-book printed in Manx (1765), a copy of the rare Sealed Prayer Book (1662), the first Welsh New Testament (1567), Bp. Morgan's Bible (1588; see p. 48), the second and third editions of the Welsh Prayer Book (1586, 1599), and Middleton's and Archdeacon Prys's Metrical Psalms in Welsh (1603 and 1621). Here likewise are a Hornbook (temp. Charles I) and the Triglot Dictionary (Welsh, Greek, and Hebrew) of 'Dick of Aberdaron' (p. 121). In a cupboard on the W. wall is a portrait of that remarkable vagabond, who is buried in the parish churchyard. The aisleless CHANCEL was mostly rebuilt by Scott in the style of the 13th cent., but possibly incorporates some genuine work of that period which escaped the fire of 1282. The stalls, with their misericords, date from the restoration by Bp. Redman. The present tracery of the great E. window is copied from a window at Tintern. — The *Tower* should be ascended (3*d*.) for the sake of the fine view, which embraces the Vale of Clwyd from Moel-y-Gamelin (p. 87) to the sea.

Motor-omnibuses ply from the Elwy bridge viâ Rhuddlan to *Rhyl* (1/; p. 11).

About 2½ m. W. of St. Asaph on the road to Abergele (p. 12) is *Bodelwyddan* with its 'marble church' (adm. 3*d*.), perhaps the finest modern church in Wales, erected by Lady Willoughby de Broke in 1856–60 as a memorial to her husband, from designs by John Gibson. The arcades are of marble, but the exterior of white limestone. In the interior are a beautiful font by Hollings of Birmingham, a curious (and not very successful) lectern by Kendal of Warwick, and a bust by M. Noble (N. aisle) of Lady Willoughby. The graceful spire is 200 ft. high. To the S. of the chancel are the graves of Canadian soldiers who died during the War at the great camp in *Kinmel Park*, 1 m. W.

A road ascends the W. side of the Elwy to (c. 2½ m.) *Pont-yr-Allt-Goch* (see below), just short of which we may diverge (right) up the pretty limestone glen to visit *Ffynnon Fair* and (4½ m.) the *Cefn Caves* (see p. 50). The latter may be reached also by a more direct route (c. 3 m.) farther W.

The railway enters *Denbighshire* (p. 12) midway between St. Asaph and (8½ m.) *Trefnant*, with a church by Scott, the nearest station for Ffynnon Fair and the Cefn Caves.

FROM TREFNANT TO THE CEFN CAVES, c. 3 m. W. At (½ m.) the first fork on the road to St. Asaph we hold to the left, and, after crossing the *Elwy* at (1 m.) *Pont-yr-Allt-Goch*, take the first turning on the left. A little farther on a road

descends (left) to a mill, whence a footpath by the river leads W. viâ (2 m.) the ruined well-chapel of *Ffynnon Fair*, once a favourite scene of irregular marriages, to (3 m.) the foot of the cliff with the caves. *Cefn Caves* (open on Tues. & Fri.; adm. 3*d*.) have yielded many bones and fossil remains, but otherwise are of no great interest. They form only one group of a series of prehistoric settlements found on this ridge. Others are at *Bontnewydd*, 1 m. higher up the river and *Plâs Heaton*, on the other bank. The earthwork of *Parc-y-Meirch*, on the ridge above Bodelwyddan between here and the sea, is in course of excavation.

About 2½ m. N.E. of Trefnant is *Tremeirchion*, where the 13th cent. church has a good 14th cent. tomb niche, with the recumbent effigy of a mass-priest, and a characteristically Welsh porch and lych-gate. In the chancel (N.) is a tablet (1909) to Hester Lynch Piozzi (1741–1821), Dr. Johnson's Mrs. Thrale, who lived at *Bryn-bella*, a mansion a little to the S. To the N. of Tremeirchion is (1 m.) *St. Beuno's College*, a Jesuit seminary with a chapel perched on a crag. Here also caves yielding bones and fossils have been explored.

11¼ m. **DENBIGH** (*Bull*; *Crown*), a brisk place with 6783 inhab., shares with Ruthin, the assize-town, the dignity of county-town of Denbighshire (p. 12). It is very picturesquely situated on the slopes and the summit of a rocky limestone hill overlooking the Vale of Clwyd from the W. Sir Hugh Myddelton (d. 1631), who brought the New River to London, is said to have been born at Gwaunynog, c. 1 m. S.W. (p. 51). He, with his brothers Thomas, afterwards Lord Mayor of London, and William, a noted buccaneer and a composer of Welsh psalms, were brought up at Galch Hill, a picturesque black-and-white farmhouse visible from the castle. A cottage (now pulled down) near the castle was the birthplace of Sir Henry M. Stanley (1841–1904; originally John Rowlands). Crowning the hill are the ruins of the ***Castle,** built by Henry de Lacy, Earl of Lincoln, in the reign of Edward I, and sold by Queen Elizabeth to Dudley, Earl of Leicester, who entertained his sovereign here in sumptuous fashion. Charles I took refuge here after the battle of Rowton Moor (1645), and after a siege of 11 months it was one of the last fortresses in Wales to surrender to the Parliamentarians (1646), by whom it was 'slighted.' Though not technically concentric, Denbigh Castle consisted of two irregularly-shaped concentric wards; but the outer enceinte was placed so far from the inner that the old town was crowded in between the two, the outer enceinte being thus almost in the nature of a town-wall. Part of this wall, including the *Goblin Tower*, forms the boundary of the grounds of *Castle House* (seen from a footpath through the fields to the S.); whilst the splendid *Burgess Gate*, with its remarkable buttressing, is traversed on the way to the Inner Ward. The latter (adm. 6*d*.), though much ruined, is remarkable for its large and beautiful *Gatehouse*, which is unique in the perverse ingenuity of its plan. A passage between two octagonal towers leads to a large central octagonal hall, supported at the back by a

somewhat smaller octagon, the angles between the two being filled in by towers of a like shape; and the exit to the inner ward involves a right angle turn to the right. The front, with a mutilated statue of Edward I or De Lacy, is almost ecclesiastical in its elaboration. Another curious feature is the postern passage, defended by three rectangular turns, by two loop-holes, and by two portcullises. The view of the Vale of Clwyd from the castle walls is famous. Between the two gatehouses is the dismantled church of *St. Hilary*, the 'chapel within the walls' mentioned in the 'Extent of the Lordship of Denbigh' (1334); whilst in the grounds of Castle House (see above) are the outer walls of a large unfinished church begun in 1579 by the Earl of Leicester, and perhaps intended to supersede St. Asaph cathedral. Just outside the castle is the *Royal Bowling Green* (closed during 'green hours') in which now stands the old Town Cross. Not far from the station are the inconsiderable ruins of a Carmelite friary suppressed in 1537, which was founded by Sir John Salusbury, a crusader, who was buried here in 1289; the chief remains are those of the somewhat later chapel.

The mother-church at *Whitchurch*, 1½ m. E. of Denbigh, is a good example (15th and 16th cent.) of the double nave peculiar to the Vale of Clwyd, with fine hammer-beam roofs. In the S. chancel is the alabaster Renaissance altar-tomb, with recumbent figures, of Sir John Salusbury (d. 1578), flanked by quaint children; and in the N. chancel is the brass of Richard Myddelton (d. 1575), father of Sir Hugh (p. 50). There are wall-memorials to Humphrey Lloyd (d. 1568), the antiquary, and to Thomas Edwards ('Twm o'r Nant'; d. 1810), the bard and author of Welsh interludes, which were popular at fairs and on holidays until the Methodist revival of the 19th century.

Gwaunynog Park, c. 1 m. S.W., is reached by a delightful walk. Following the old Cerrig-y-Drudion road for c. ½ m. from the castle, we bear to the right at Lawnt, whence a lane follows a stream through the woods, passing a cottage where Dr. Johnson is said to have stayed in 1774. Over the doorway is a Johnsonian verse. Farther up is a glade known locally as *Johnson's Monument*, with a Grecian urn commemorating his visit. Passing hence through Gwaunynog Park (p. 50) we may return by the Pentre Voelas road.

Henllan, 2¾ m. N.W. of Denbigh, stands on the old mail route from Chester to Conway and has a curious, detached church-tower on a rock on the E. side of the churchyard. — Mrs. Jordan, the actress (1762–1816), is believed to have been born at *Nantglyn*, a village 5 m. S.W. of Denbigh.

From Denbigh to Pentre Voelas, 16 m. The mountain road ascends steadily for several miles through a pleasant wooded countryside, and beyond (9 m.) the *Sportsman's Arms Inn* traverses almost the highest ground (summit level 1523 ft.) of the desolate heather-clad *Mynydd Hiraethog* (1742 ft.; view). Farther on we cross (11½ m.) the infant stream of the *Alwen*, which descending from *Llyn Alwen* (1251 ft.; 1¼ m. to the right) goes on to join the Dee above Corwen. Half-a-mile below the bridge is the head of the great *Alwen Reservoir* (over 3 m. long) for the water-supply of Birkenhead. The road, with good views, rises steeply to (12 m.) a height of 1480 ft., and then descends rapidly to (16 m.) *Pentre Voelas* (see p. 88).

From Denbigh to *Chester*, see Rte. 7.

The next station beyond Denbigh is (14½ m.) *Llanrhaiadr*. The pretty village, 1¼ m. W., has a double-nave church, with a magnificent *Jesse Window (15th cent.), said to have been buried during the Commonwealth and to have been re-discovered by accident. The fine hammer-beam roofs, the old chest with a curiously attached alms-box, the splendid 15th

cent. wooden N. porch, and the lych-gate should be noted. A road runs N.E. from the station to (1½ m.) *Llandyrnog*, where the rebuilt church has considerable remains of fine 15th cent. *Glass, representing a Crucifixion and the local saints St. Marcella and St. Winifred. Some 2 m. S. of this point (1 m. from the station) is the church of *Llanynys*, with good hammer-beam roofs, some quaint wooden chandeliers (18th cent.), a fine S. porch of local type, and old wooden dog-tongs (locked up in the parish-chest).

19 m. **Ruthin** (*Castle ; Wynnstay Arms*, a picturesque old house ; *Cross Keys ; Williams's Private Hotel*), originally Rhudd-din, the 'red fortress,' on a hill overlooking the Clwyd, is the assize town (2767 inhab.) of the county of Denbigh. In and near the market-place are some old timbered houses and quaint projecting porches. The *Council House* dates from 1401 ; the Court Rolls, complete from 1294, have been transferred to the National Library of Wales (p. 144). The *Church* was made collegiate by Lord Grey of Ruthin in 1310, and the incumbent is still styled Warden. The chancel was destroyed in 1663, and the spire (180 ft.) is modern (1859). The rest of the building is 14th cent. (good work in the basement of the tower). Among notable features are the magnificent *Roof of the broad N. aisle (the original nave) ; the bust (N. of the sanctuary) of Gabriel Goodman, Dean of Westminster (d. 1601), a native of the town and one of the translators of the New Testament ; two brasses to the Goodman family ; and the beautiful hammered-iron gates on the S. of the churchyard. The *Cloisters*, N. of the church, formed part of the ancient college ; they date in part from the 13th and 14th cent. and are the residence of the Warden. The remains of the *Castle* stand in the grounds of a modern residence recently purchased by a hydropathic company. The earliest building was possibly founded by Hugh, Earl of Chester, shortly after the Conquest ; but the existing ruins are apparently those of a rectangular fortress of Edward I, strengthened externally by drums, and recalling on a smaller scale the plan of Conway (p. 15). Owen Glendower made a celebrated descent upon Ruthin in 1400, but assailed the castle unsuccessfully. It was garrisoned for Charles I, besieged by Gen. Mytton, and dismantled by the Parliament. The *Old Grammar School* (founded 1574), N. of the church, and *Christ Hospital Almshouses*, to the E., were founded by Dean Goodman. The *New Grammar School* is ½ m. E. of the town. Near the bridge across the Clwyd is a 14th cent. mill.

About ¾ m. W. of Ruthin is *Llanfwrog* Church, with a quaint arcade, and a good S. porch. — The mother-church of *Llanrhudd*, 1 m. S.E., has a 15th cent. rood screen and a 17th cent. W. gallery. — At *Pool Park*, 2½ m. along the Cerrig-y-Drudion road, is one of the two Ogam stones in N. Wales.

Moel Fammau (1820 ft.), the highest point of the Clwydian Hills (p. 47), is ascended direct from Ruthin in 2 hrs, viâ *Llanbedr* (p. 46) and (4½ m.) *Bwlch-Pen-Barras* (1100 ft.), on the old road to Mold (see p. 46). The walk may be shortened by taking the Mold omnibus to (7 m.) *Tafarn Gelyn*, which is

within 2 m. of the pass (comp. p. 46). From the pass an easy climb over heather leads to (1½ m.) the summit, on which is the stump of a tower erected in 1820 in honour of George III's jubilee and blown down in 1862. The *View from this 'Bare Hill of the Mothers' or 'of the Fairies' extends across the Vale Royal of Cheshire to the Derbyshire Peak and includes the Carnarvonshire mountains on the W. An alternative descent may be made N.N.E. to (2½ m.) *Cilcain* (p. 46), which lies 2½ m. N. of Tafarn Gelyn by lane.

From Ruthin to Wrexham, 18 m., motor-omnibus thrice daily viâ (2 m.) *Llanfair Dyffryn* (see below) and the picturesque pass of (7 m.) *Nant-y-Garth*, near which is the well-preserved *Castell-yr-Adwys*. — 8 m. *Llandegla*, and thence to Wrexham, see p. 89.

From Ruthin to *Llangollen*, see p. 96; to *Mold*, see p. 46.

20¾ m. *Eyarth*. About 1½ m. W. is the little church of *Efenechtyd*, with a curious 'tub' font (early Norm., or even Saxon) and the remains of a rood-screen. Near the station, on the Wrexham road, is *Llanfair Dyffryn* (White Horse Inn), the church of which has a good roof of local type, an uncommon 17th cent. communion table (disused), and a mosaic window of 15th cent. glass. — 24¾ m. *Derwen*. The church, c. ½ m. N.W., on a steep hill (short cut), has a striking 15th cent. rood-loft. In the churchyard (view of Moel-y-Gamelin, p. 87) is a perfect 14th cent. stone cross. We traverse the watershed between the Clwyd and the Dee, and cross the latter stream. — 30 m. **Corwen,** see p. 87.

11. FROM LLANDUDNO TO BETTWS-Y-COED AND FFESTINIOG. VALE OF CONWAY

30¾ m. L. & N.W.R. in 1¾–2½ hrs. (9/6, 4/5); to *Bettws-y-Coed*, 18½ m. in 1–2 hrs. (5/6½, 2/7½); thence to *Blaenau Ffestiniog*, 12½ m. in ½–¾ hr. (3/11½, 1/9½). – Motor-Omnibus twice daily (thrice on Sat.), viâ Conway and Trefriw, to (14½ m.) *Llanrwst* (2/8) in 2¼ hrs. – Motor Coaches ply daily in the season to (18½ m.) *Bettws-y-Coed*, *Capel Curig*, etc., see p. 21. — Small Steamers ply regularly in summer on the Conway between *Deganwy* (p. 14), *Conway* (p. 15), and *Trefriw* (p. 55), 12 m. in 1½–2 hrs. (fare, 1/6, return 2/6).

Road, 33½ m. At (3 m.) the nearer end of the Conway suspension bridge (p. 15) we turn to the left, and in another 1½ m. to the right, to reach (4½ m.) *Glan Conway* (p. 54). — 14½ m. *Llanrwst* (p. 54) — 18½ m. **Bettws-y-Coed** (p. 56). — 25 m. *Dolwyddelan* (p. 58). — 30½ m. *Blaenau Ffestiniog* (p. 103). — 33½ m. **Ffestiniog** (p. 101).

Between Llandudno and Bettws-y-Coed the woodland and pastoral beauties of the **Vale of Conway,** one of the chief approaches to the Snowdon range, are well seen from the train; but the steamer should be taken to Trefriw if available. Motorists will find the drive up either side of the valley to Bettws-y-Coed of great interest, the road on the W. bank (18 m.) being perhaps the more picturesque in itself, and that on the E. bank (19½ m.) the richer in views of the Carnarvonshire hills. The *Conway* has its source in Llyn Conway (p. 57), a mountain tarn near Ffestiniog, and runs N. for 30 m., forming for most of its course the boundary between Denbighshire and Carnarvonshire. Below Trefriw, 11 m. from its mouth, the river becomes tidal and navigable. In the upper reaches it abounds in trout and salmon; and near its mouth indifferent pearl-mussels, alluded to by Tacitus and celebrated in verse by Drayton and Spenser, are still occasionally found. Coracles (p. 180) are still in use among the fishermen on the Conway.

Llandudno, see Rte. 3. Thence to (3¼ m.) *Llandudno Junction*, where carriages are changed, see p. 14. — The Bettws-y-Coed line ascends close by the E. or Denbighshire

bank of the Conway estuary (best views on the right). Beyond (4½ m.) *Glan Conway* the heights of E. Carnarvonshire, including Pen Llithrig, Carnedd Llewelyn, and Y Foel Fras, are well seen across the river. — 8¾ m. *Tal-y-Cafn* (Tal-y-Cafn; Ferry) is the starting point for several pleasant excursions. The mound near the station was perhaps a Roman post. On the E. bank of the Conway, 1½ m. N.E., are the beautiful grounds of *Bodnant Hall* (adm. on Tues. & Sat., 2–5).

From Tal-y-Cafn to Trefriw, 7½ m. by road. Crossing the Conway (toll bridge), we reach (¾ m.) the main road to Trefriw, where we turn to the left. The prettily placed little church of *Caerhûn*, to the left of the road 1½ m. farther on, marks the site of the Roman *Conovium*. Its Welsh name is derived from Rhûn, a warrior son of Maelgwn Gwynedd (p. 23). About ½ m. farther a lane diverges to the right for the pleasant hill-village of *Llanbedr-y-Cennin* (view), on a wooded hill 1 m. to the W. of which is the British camp of *Pen-y-Gaer*, with one slope set with small upright stones, unique in Wales, designed to check a sudden onset. — Just beyond the point where the main road crosses (¾ m.) the *Dulyn* a rough road diverges on the right towards the large *Llyn Eignau* (1219 ft., 3½ m. S.W.) whence (no path) the adventurous walker may push on over the Bwlch-Tri-Murahog (p. 70) and so descend to (8½ m.) *Capel Curig*. *Carnedd Llewelyn* (p. 65) may be ascended from Tal-y-Cafn (viâ this lake) in about 4 hrs. Another ascent, in the same time, leads viâ *Llyn Dulyn* (1747 ft.) at the foot of the precipitous ridge between Y Foel Fras and Carnedd Llewelyn. — The Trefriw road goes on S., passing the once beautiful falls at (4 m.) *Porthdwed* and (5 m.) *Dolgarrog* (see below) and beyond (6 m.) Trefriw Wells and the steamer quay, reaches (7½ m.) *Trefriw* (p. 55).

From *Ro-Wen*, a hamlet 2 m. W. of Tal-y-Cafn station, the grass-grown Roman road to (7½ m.) *Aber* (p. 19) or (6½ m.) *Llanfairfechan* (p. 19), over the *Bwlch-y-Ddeufaen* (p. 19), offers a pleasant walk.

Beyond (12½ m.) *Dolgarrog*, with its unsightly aluminium works, Maenan House, on the left, occupies the site of *Maenan Abbey*, whither the monks removed from Conway (see p. 17). This abbey, one of the largest in Wales, endured here until the Dissolution.

14½ m. *Llanrwst & Trefriw* (Rfmts.). **Llanrwst** (*Victoria*, by the bridge, R. 4/, D. 5/; *Eagles*, in the square; *King's Head*, temperance), an old fashioned town (2368 inhab.) once noted for its manufacture of Welsh harps, is pleasantly situated on the right bank of the Conway, ½ m. S. of the station, faced by the fine wooded crag of *Careg-y-Gwalch* (Falcon Rock) across the dale. The church of *St. Grwst* (i.e. Restitutus) has a 15th cent. *Rood Screen and loft, of strongly Welsh character. On the S. of the chancel is the **Gwydir Chapel* (key at the cottage near the churchyard gate), built by Sir Richard Wynne of Gwydir (see p. 55) in 1634, it is said from the designs of Inigo Jones. The elaborate roof, the panelling and screens, and the monument, of unique design, to John Wynne (d. 1559) may be noted. The huge stone coffin on the floor is said to be that of Llewelyn the Great (d. 1240), whose remains accompanied the monks from Conway Abbey to Maenan (see above). To the N. of this is the recumbent effigy of Howel Coytmor, who fought at Poitiers in 1356. The finest of the six remarkable 17th cent. brasses on the wall commemorates Dame Sarah Wynne (d. 1671) and

is signed "Guil. Vaughan Sculpit." The graceful bridge across the Conway was designed by Inigo Jones (1636), and could formerly be shaken "by a person striking his back forcibly against the parapet of the centre arch." Near the station are the ruins of *Plâs Isaf*, once the abode of William Salesbury (1520–1600), who first translated the New Testament into Welsh. — **Trefriw** (*Belle Vue*, R. 6/6, D. 5/; *Old Shippe Inn*), 1¼ m. N.W. of the station (omnibus), is delightfully situated on the left bank of the Conway, here joined by the *Crafnant*. The steamer quay and hotel lie ½ m. N., and 1 m. farther on are *Trefriw Wells*, a chalybeate spa, with a pump-room and baths.

About ½ m. from Llanrwst bridge, on the W. bank of the Conway, is the charming Tudor mansion of Gwydir Castle, until 1920 a seat of the Marquess of Lincolnshire, built by Sir John Wynn or Wynne in 1555, but largely reconstructed in 1816. The fine panelling and contemporary furniture, for which the mansion was once distinguished, have been dispersed. The gardens, with their clipped yews and cedars, are very beautiful. Of the former mansion of *Gwydir Uchaf*, on the opposite side of the road, there now remains only the chapel of 1673 (key at adjacent house; English service on Sun. afternoons in summer), which retains its quaint original fittings and a curious painted roof.

From Trefriw to Capel Curig. A. Viâ Llyn Crafnant, 6 m. A lane ascends the Crafnant valley to (2½ m.) *Llyn Crafnant*, a pretty lake (603 ft.) about 1¾ m. long, the reservoir of Llanrwst. We skirt the E. shore to the farm of (3 m.) *Cornel*, whence a fairly well-marked track crosses the moor to the S. of *Clogwyn Mawr* (1500 ft.), with splendid views of Moel Siabod and Snowdon, and descends to (6 m.) *Capel Curig* (p. 70), reaching the main road near the new church. — B. Viâ Llyn Geirionydd, 8 m. We ascend the Crafnant valley (see above) to (c. 1 m.) the farm of *Gelli-lydan*, whence a path (l.) crosses the stream and ascends the watercourse, keeping to the left when it forks, and joining the cart-road from Llanrwst at (2½ m.) the foot of *Llyn Geirionydd*. Thence to (8 m.) *Capel Curig*, see below. — C. Viâ Llyn Cowlyd, 7¾ m. The track crosses the bleak ridge of *Cefn Cyfarwydd* (1407 ft.), and skirting the W. shore of the unfrequented *Llyn Cowlyd*, a long sheet now used as a power reservoir for the Dolgarrog Aluminium Works, strikes the main road c. ¾ m. N. of *Capel Curig*.

From Llanrwst to Capel Curig viâ Llyn Geirionydd, 8¾ m. We traverse the level valley to (½ m.) Gwydir Castle (see above) and crossing there the Trefriw and Bettws high-road, proceed S.W. by a lane that ascends the hill, taking presently by (1 m.) a cottage a right-angled turning to the right. A little down this turning, below us, on the right, is seen the fall of *Rhaiadr-y-Parc-Mawr* (c. 100 ft.). Hence the way by lane and path is best enquired to (2 m. W.N.W.) the little mountain church of *Llanrhychwyn* (key at the farmhouse), which vies with that of Llangelynin (p. 18) in simplicity and quaintness, and is said to have been a place of worship of Llewelyn the Great. About 1 m. from the church, by path and cart-road, we reach (3 m.) the foot of *Llyn Geirionydd* (616 ft.), rather longer than its twin Llyn Crafnant (see above). Here is a monument (without inscription) to the bard Taliesin (p. 139), whose connection with the neighbourhood is, however, quite mythical. The lane skirts the E. shore to (4 m.) the farm of *Tal-y-Llyn*, beyond which our direction is more or less S.W. (virtually no track). We pass successively a small tarn on the right and a larger tarn on the left, and then descend to (6½ m.) a farm on the main road in the Llugwy valley, about 2¼ m. N.W. of *Capel Curig* (p. 70). — A shorter and simpler route (6¾ m.) crosses the hills by lane to (4 m.) *Ty-Hyll Bridge*, on the road between Bettws-y-Coed and *Capel Curig* (p. 69). — A pleasant upland walk to (6 m.) *Bettws-y-Coed* (p. 56), leads viâ the little *Llyn-y-Parc*.

From Llanrwst by road to (17 m.) *Abergele*, see p. 13; to (8 m.) *Pentre Voelas*, see p. 88.

Beyond Llanrwst the Vale of Conway narrows, and the railway skirts the steep wooded hills rising from the left

river bank. We cross the Conway and further on the Llugwy, with a vista of its beautiful valley on the right, closed by the peak of Moel Siabod.

18¼ m. **BETTWS-Y-COED** (1027 inhab.), famous for its beautiful surroundings, is situated on the *Llugwy* just above its confluence with the Conway and 2 m. below the junction of the Conway and the Lledr.

Hotels. *Waterloo*, R. 6/6, D. 6/6, near Waterloo Bridge; *Royal Oak*, R. 5/6, D. 5/; *Gwydyr*, R. 5/, D. 6/; *Glan Aber*; *Pont-y-Pair*, R. 3/6, D. 3/6.

Motor Coaches. Bettws-y-Coed has convenient communication by coach with *Llandudno* (p. 20), *Llanberis* (p. 75), *Beddgelert*, (p. 82), etc.

In the heart of a green hollow, surrounded on three sides by wooded hill and crag, Bettws-y-Coed commands the exquisite glen and river scenery for which the three valleys have been famous since the days of David Cox, but although the village is situated within a few miles of the highest mountains in Wales, not a single major peak is visible from it. The surrounding hills, however, command a fine panorama. Bettws is full of tourists in summer, and is visited by many motor-coaches, but its slate cottages and gardens, with their background of steep woodland, are still rural. The environs abound in attractive walks, though within the last few years they have been largely denuded of the beautiful woods that once covered every valley and hill-slope.

Telford's great Holyhead road (p. 28) runs through the village, crossing the Conway, ¾ m. S.E., by the *Waterloo Bridge*, a graceful iron structure of 1815, and going on up the Llugwy valley to Capel Curig. In the village itself the Llugwy is spanned by *Pont-y-Pair*, a picturesque 15th cent. bridge carrying the Llanrwst road across the river, of which it commands a charming view. Behind the railway station is the old *Church* (disused), with a late 12th cent. font, some remains of 15th or 16th cent. glass, a pulpit made up of fragments of the 15th, 16th, and 17th cent., and a recumbent effigy (in unusual "studded" armour) of Dafydd Goch (c. 1380), the grandson of Prince Dafydd who was executed by Edward I in 1283 for participation, with his brother Llewelyn, in the last struggle for Welsh independence.

A pleasant stroll may be taken from the station down the Conway to the junction of that river with the Llugwy. — Behind a modern church in the late Romanesque style a steep track ascends to an upland moor, on which lies, 1½ m. S.W., the quiet tarn of *Llyn Elsi*. The chief feature of the view towards the W. is Moel Siabod, on the right of which are the Glyders and Carnedds.

To the Fairy Glen, Pandy Mill, and the Jubilee Bridge, an attractive walk of c. 6 m. Crossing the Conway by the Waterloo Bridge (see above), we follow the lower road immediately to the right to (1¼ m.) the point where it recrosses the river at *Llyn-yr-Afanc* (the pool of the 'avanc,' a kind of Welsh water-kelpie). Here, just short of the bridge, we enter a rough lane to the left, which brings us to a path on the right (adm. 2*d*.), descending to (1¾ m.) the charming *Ffôs Noddyn* (Ditch of the Chasm), or *Fairy Glen*, where the Conway flows

through a narrow wooded gorge. Re-ascending to the lane, which soon becomes a grassy terrace-road with fine views of the Lledr valley and Moel Siabod, we follow it farther to (2½ m.) a second gate on the right (adm. 2*d.*) through which we descend to the small but beautiful **Conway Fall*, with its crags (best seen from the pool at the farther base). We regain the lane, which debouches in the main Holyhead road, where we turn to the right. A few minutes farther on, at a guide-post (to Penmachno), we diverge by a by-road to the right, and cross the Conway by a lofty bridge, enjoying beautiful distant views of Moel Siabod, Y Tryfan, and the Carnedds. A lane on the right (12 min. farther) leads to the tributary *Machno* stream, which we cross at *Pant Bridge* near a rebuilt woollen mill (picturesque old bridge below on the right). Farther downstream are the ruined *Pandy Mill* and *Machno Falls* (adm. 2*d.*), a favourite subject with sketchers. About ½ m. farther on there is a gate across the lane, beyond which a second gate on the right admits to a cart-track and a path, by which we gain the site of the former *Jubilee Bridge*, destroyed by flood in 1909. Here wooden steps lead up to a huge boulder in mid stream, with beautiful views up and down the gorge. The return route to Bettws descends the right bank of the Conway, repassing near the Fairy Glen.

If we follow the right bank towards Llanrwst for a short ½ m. beyond the Waterloo Bridge, a lane may be taken to the right, describing a curve round the S. slopes of *Gallt-y-Foel* (822 ft.), the summit of which, ascended in ¾ hr. from Bettws, commands fine views of the Conway valley and the Carnarvonshire mountains, though Snowdon is hidden by Moel Siabod. The walk may be continued (turning to the right on debouching in a cross lane) to (3 m.) the upland village of *Capel Garmon*, a little beyond which we obtain another splendid *View, extending from Yr Aran, past Moel Siabod (still hiding Snowdon) and the Glyders, to the two Carneddes and the northward hills. About ⅔ m. beyond the village we diverge through a gate on the right (guide-post) and past a farm, to visit a large dolmen; thence we descend the hill to the Corwen high road, near the Conway Fall (see above) whence we return to the right for (5¾ m.) Bettws.

Pen-yr- Allt (1 m.) and the other hills to the N. of Bettws, reached by crossing Pont-y-Pair (p. 56) and turning up the lane on the left, afford other good views of Snowdon. Or we may ascend the left bank of the Llugwy to (3 m.) a summer-house overlooking the Swallow Falls (p. 69), and join the main road to Capel Curig at (3¾ m.) *Ty-Hyll Bridge* (p. 69).

From Bettws-y-Coed to Ffestiniog viâ Penmachno, 14½ m. This is an interesting alternative, through wild country, to the main road running viâ Dolwyddelan and Blaenau Ffestiniog. We ascend the Corwen road to where (2½ m.) the lane to Penmachno diverges across the Conway to the right. The church of the large village of (4¾ m.) *Penmachno* (inn) situated in a pleasant upland valley, has a memorial window to Bishop Morgan (p. 48) and a stone inscribed with the uncommon Christian XP monogram (comp. p. 119). [A track hence across the *Bwlch-y-Groes* (1438 ft.) to (4 m.) Dolwyddelan (p. 58) commands a superb view of the clustered peaks of Snowdon and affords a pleasant alternative return route to Bettws.] The lane now passes the quarry village of (7 m.) *Cwm*, and continues to ascend steeply beside the *Foel*, through wild country. We next pass within a mile of *Llyn Conway* (1488 ft.; l.), whence the river flows at first S., and, soon after joining the road on the left from Pentre Voelas at *Ffynnon Eidda* (p. 88), reach (9¾ m.) our summit level (1590 ft.), and enter *Merionethshire* (p. 87). Hence we descend to the road from Bala to Ffestiniog (p. 99), which is joined at (12 m.) *Pont-ar-Afon-Gam*. For the beautiful descent thence to (14½ m.) *Ffestiniog*, see p. 99.

A longer but interesting route (c. 18½ m.) from Bettws to Ffestiniog leads viâ (7 m.) *Pentre Voelas* and (9½ m.) *Ysbytty Ifan* (comp p. 88). By this route we trace the Conway from Bettws almost to its source.

From Bettws-y-Coed to *Bangor*, see Rte. 13; to *Beddgelert* and *Portmadoc*, see Rte. 15; to *Corwen*, see p. 88; to *Llanberis*, see Rte. 14. Ascents of *Moel Siabod*, see pp. 69, 70.

About 1½ m. beyond Bettws-y-Coed the railway, commanding finer views than the road, leaves the Conway, and turns W. up the beautiful **Valley of the Lledr*, at first green and pastoral, afterwards rocky and much quarried. After crossing the river by a viaduct it enters the finest scenery in

the valley, with the rocky summit of Moel Siabod in front on the right. — At (22½ m.) *Pont-y-Pant* the river traverses a narrow gorge. Hence the old Roman road of 'Sarn Helen' (comp. p. 101), running from Mur-Castell (Tomen-y-Mûr) to Conovium (Caerhûn), crosses the hills to (2½ m.) the Miners' Bridge (p. 69) in the Llugwy valley.

24 m. **Dolwyddelan** (*Elen's Castle; Gwydir*), a slate-quarrying village (1004 inhab.), lies on the left bank of the Lledr, at the foot of Moel Siabod. It was the birthplace of Llewelyn the Great (1194-1240). The quaint unrestored little church (key at the first-named hotel, 2*d.*) was built by Meredith, Prince of Powis (d. 1525), and contains the kneeling figure of the founder (one of the very few brass effigies in Wales) and a good 15th cent. screen, surmounted by an 18th cent. balustrade. About 1 m. farther up the valley, on an abrupt knoll, is the square isolated tower of *Dolwyddelan Castle* (key at the adjacent farm, 2*d.*), "a singular instance of a typical [Norman] keep astray in the very heart of wildest Wales," but of uncertain date. It was probably erected by a Welsh chieftain, though based on an English model. The curious slabs of slate projecting from the top on every side except the E. were probably intended for the support of a wooden 'bretèche' or gallery. The summit of the natural mound, on the S. side of which this tower stands, was once enclosed as a small bailey, and a fragment of the curtain-wall remains on the W. Southey makes Madoc "linger gazing as the eve grew dim from Dolwyddelan's tower."

Dolwyddelan is a good starting point for the ascent of (2 hrs.) MOEL SIABOD (2860 ft.; p. 70), which is seen from this side as a graceful peak. The mountain slopes away in two sharp ridges towards the E., embracing between them the little *Llyn-y-Foel*, and our route, after crossing a broad belt of moorland, lies up the more southerly of these. *View from the summit, see p. 70. For the descent to *Pen-y-Gwryd*, see p. 71; to *Capel Curig*, p. 70.

From the station a path leads E.S.E. to (4 m.) *Penmachno* (p. 57), crossing Bwlch-y-Groes (p. 57). — The Sarn Helen (see above) is continued to the S. from Dolwyddelan up *Cwm Penamaen*.

25¾ m. *Roman Bridge*. The road crosses the river by a modern bridge—this site has no Roman associations—and passes over the hills at a height of 1263 ft. The railway continues up the valley, and turns sharply to the left through a tunnel over 2 m. long, emerging amid huge slate quarries and spoil-heaps. — 30¾ m. **Blaenau Ffestiniog,** see p. 103.

12. FROM BANGOR TO CARNARVON AND AFONWEN

27½ m. L. & N.W.R. in 1¼–2 hrs. (8/4, 3/11½); to (8¾ m.) *Carnarvon* in 15–20 min. (2/7½, 1/2½). Some of the expresses from London (Euston) to Bangor include through-carriages for Pwllheli viâ Afonwen. Views of the Menai Straits on the right between Bangor and Carnarvon; thence of the Snowdon mountains on the left.

STEAMERS of the Liverpool and N. Wales S.S. Co. from Liverpool and Llandudno call at Bangor and Carnarvon daily during the season (comp. p. xlii). The passage of the straits is interesting.

ROAD to Pwllheli (4 m. W. of Afonwen), 29½ m. From (2 m.) the nearer end of the Menai Suspension Bridge (p. 31) we proceed to the left through (4½ m.) *Port Dinorwic* to (9½ m.) **Carnarvon** (see below). — 19½ m. *Clynnog Fawr* (p. 123). — 23½ m. *Llanaelhaiarn* (p. 123). — 29½ m. **Pwllheli** (p. 119). — From a road-fork 2½ m. beyond Carnarvon another road (r.) proceeds viâ (15½ m.) *Pen-y-Groes* (p. 63) to (26 m.) **Criccieth** (p. 118), 4 m. E. of Afonwen. — Pedestrians and cyclists will find the road to Carnarvon on the Anglesey side of the Menai Straits viâ Llanfair (comp. p. 27) more interesting though longer (11 m.).

Bangor, see Rte. 4. Beyond a tunnel the railway approaches the Menai Straits in full view of the famous bridges (p. 31). — The station of (1½ m.) *Menai Bridge* (motor-omnibus to Beaumaris, p. 24) is close to the suspension bridge (p. 31). The Holyhead line now diverges on the right, crossing the tubular bridge (p. 32), which may be visited from (2½ m.) *Treborth*, the next station. On the right appears *Vaynol Park*. — 4¾ m. *Port Dinorwic* is a small shipping-port for the Llanberis slate-quarries, with which it is connected by a mineral line. A ferry crosses the straits here to *Moel-y-Don*, see p. 27. It was perhaps here that Suetonius crossed in 60 A.D. on his campaign against the Druids (p. 27), and Agricola also may have used this 'smooth passage.' As we quit the station we enjoy a fine retrospect of the straits. — At (6¾ m.) *Griffith's Crossing* a boat may be hired to visit the church of Llanidan (p. 28) on the opposite coast.

8¾ m. **CARNARVON**, or *Caer-yn-ar-Fon* ('the stronghold in the land over against Mona'), an ancient county-town (8301 inhab.) and port, stands near the S.W. end of the Menai Straits at the mouth of the *Seiont*. Its famous mediæval castle—"that most magnificent badge of our subjection," as the Welshman Pennant calls it—and its position at the gate of Snowdon attract many visitors. Though within c. ½ m. of the Roman Segontium (p. 62) Carnarvon dates from the middle ages and its history is the history of its castle (p. 60).

Railway Station, North Road, nearly ½ m. from Castle Square.

Hotels. ROYAL, R. from 5/, D. 5/, North Road; ROYAL AND SPORTSMAN, Castle St.; PRINCE OF WALES, Bangor St.; ANGLESEY, on the Promenade; CASTLE, Castle Square; MONA, High St.; STATION, near the station.

Restaurants. *Hooson's; Queen's Café; Beehive*, all in Bangor St.

Baths. *Corporation Open Air Sea-water Baths*, across the Seiont; slipper baths in the Institute buildings.

Post Office, Castle Square.

Motor Omnibuses daily (except Thurs.) to *Beddgelert* (p. 82); to *Clynnog Fawr* (p. 123), *Nantlle* (p. 63) and *Rhostryfan*; to *Pwllheli*, *Bangor*, etc.

Steamers in the season to *Bangor*, *Llandudno*, and *Liverpool*, see p. xlii. — FERRY to *Tal-y-Foel* in Anglesey several times daily. — SWING BRIDGE (1*d.* return) over the Seiont.

Amusements. *Eisteddfod Pavilion* (holding 8000 pers.), for cinema and variety entertainments (adm. 3*d.*–3/). — *Public Park & Recreation Grounds*, with tennis-courts, etc. — *Golf Course* at Coedhelen, across the Swing Bridge. — *Fishing* in the neighbouring rivers and lakes and in the Menai Straits. — Carnarvon is the headquarters of the Royal Welsh Yacht Club, which holds a regatta in August.

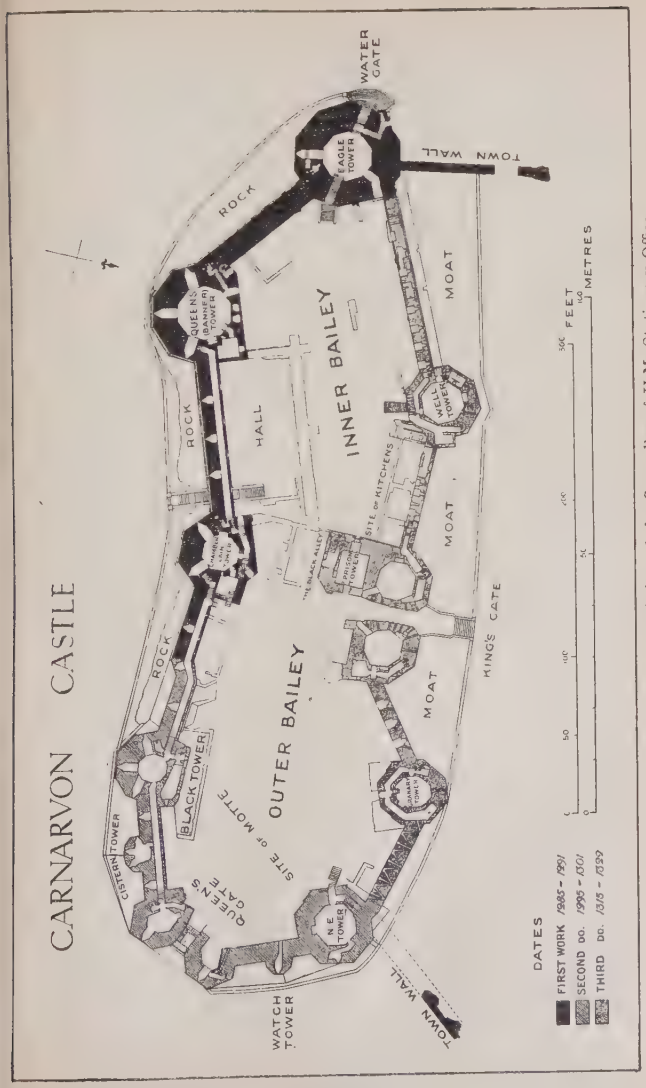
The castle, ½ m. from the railway station, is reached thence viâ North Road, Bangor St., and Bridge St. *Twt Hill*

(192 ft.), a conical height just S. of the station and ascended from beside the Royal Hotel in North Road, affords a good general view of the town, castle, and environs. On the hill is a Boer War Memorial. Bridge St. ends in Castle Square, to the W. of which rises the castle. In the centre of the square a statue commemorates Sir Hugh Owen (1804–81), the pioneer of Welsh university education, while to the left, near the Queen's Gate, is a statue of the Rt. Hon. D. Lloyd-George.

The ***Castle,** occupying an area of 3 acres at the angle between the Seiont and the Straits, is one of the most imposing monuments of mediæval fortification in the kingdom. Although little more than a shell and considerably restored, the building remains outwardly almost intact, and the effect produced by the dignity of mass and the picturesquely broken sky-line amply redeems the disadvantages of a low-lying site. Two of the angles are marked by gatehouses, and the remainder by polygonal towers crowned, as at Conway, by picturesque finger turrets or lookouts, of which the imposing Eagle Tower, at the harbour mouth, has three. Apart from the constant use of shouldered windows there is little specific architectural ornament.

History. The present castle was begun in 1285 for Edward I, as the most important of his six fortresses for the subjugation of his Welsh conquests, the other five being at Conway, Criccieth, Harlech, Bere, and Beaumaris, and was completed in 1322 under Edward II. The architects were Walter of Hereford and Henry de Elreton (p. 15). It was probably preceded by an early Norman motte-and-bailey, a fact not without influence on its ground plan. Edward II, 'Edward of Carnarvon,' was certainly born at Carnarvon in 1284 and perhaps in the early castle, but not, as is often stated, in the Eagle Tower. The story of his presentation as an infant to the conquered Welsh as 'a Prince of Wales who could speak no English' has likewise no authentic connection with the Queen's Gate. In 1294 during Madoc's rebellion the town was sacked by the Welsh, who breached the fortress below the Eagle Tower. In 1399 King Richard II 'lay upon straw' here after his landing from Ireland. Two years later the castle was vainly besieged by Owen Glendower, and Carnarvon remained an 'English town.' In 1637 William Prynne was imprisoned in the fortress. In the course of the Civil War the castle changed hands three times, and it was dismantled after 1660. In 1911 the present Prince of Wales was invested here, with great historic ceremony. The castle, now public property, is under the care of a Constable (at present, Mr. Lloyd-George).

The Entrance (open 10–6.30 ; adm. 6*d.*) is on the N. side, through the *King's Gate*, which was formerly approached by a drawbridge across the ditch. Above the gateway is a mutilated statue of Edward II. The interior of the castle, enclosing two grass-grown wards, the outer hexagonal and the inner pentagonal, has been almost entirely demolished, but the dimensions and positions of some of the vanished buildings are indicated by traces of their foundations. We first enter the Outer Bailey, at the E. end of which is the *Queen's Gate*, as imposing as the King's Gate, though in a different style, and likewise formerly approached by a drawbridge. In addition to these main entrances the castle had three minor gates. A cross range of buildings, now destroyed,



From the Official Plan, by permission of the Controller of H.M. Stationery Office.

separated the outer bailey from the residential INNER BAILEY, where the *Great Hall* (100 ft. by 44 ft.) stood on the S. side. On the opposite side of the ward, in a quite unusual position (though paralleled at Conway), is the *Kitchen*, between the King's Gate and the *Well Tower*. The gate in the Well Tower was perhaps used for admitting supplies to the kitchen. In the great *Eagle Tower*, at the W. end of the ward, is the small room said to have been the birthplace of Edward II (but comp. above). The internal structure of this tower should be examined, and its battlements ascended for the sake of the view. In its basement was the water-gate of the castle. Carnarvon Castle seems to have possessed no distinctive garrison chapel, though no less than five oratories survive. We may note an interesting defensive feature (as at Beaumaris, p. 33) in the continuous mural passages carried round the inner faces of the towers and pierced with loopholes. On the S. face of the castle, overlooking the Seiont, these passages are doubled, thus affording, in conjunction with the looped merlons of the rampart walk, positions for three successive tiers of archers.

The **Town Walls**, which date from 1284–5 and are c. ½ m. in circuit, enclose a rectangular area to the N. of the castle, with which they were united in a single scheme of fortification (as at Conway, p. 16). They are still almost entire, and should be inspected from outside, as the rampart walk is not open to the public. The walls are strengthened at intervals by drum-towers and had gates on the E. and W., at either end of the present High St. Portions of the lane just inside the walls may be seen on the N. side and in Hole-in-the-Wall St., near the S.E. angle. Structurally incorporated with the wall at the N.W. angle is the curious contemporary *Old Church*, properly the *Chantry of St. Mary* (restored), for which the adjoining tower provides a vestry and a bell-tower. The W. gate, noteworthy for its curious little barbican, gives on the pleasant *Promenade* along the Straits, which leads N. to the little harbour (whence there is a ferry to Anglesey) and S., below the walls of the castle, to the swing-bridge and the slate-quay on the Seiont. The quay affords a good view of the Queen's Gate and the Eagle Tower, but for a more comprehensive survey we should cross the bridge.

The Roman *Segontium*, ½ m. S.E., which originated in a camp of Scapula and Suetonius Paulinus (50–70 A.D.), is reached by the Beddgelert road. Scanty remains of the ancient wall may be noticed in a lane on the left, and excavations have been lately in progress. On the main road, ¼ m. farther on, is *Llanbeblig Church*, the mother-church of Carnarvon, which has a Tudor crow-stepped W. tower and a fine alabaster monument in the 14th cent. N. chapel, with recumbent effigies of William Gruffydd (d. 1587) and his wife.

From Carnarvon to *Llanberis* and *Snowdon*, see Rte 16; to *Snowdon Station* and *Beddgelert*, see Rte. 17.

The line between Carnarvon and Afonwen, though a convenient railway connection, is of slight interest to tourists,

who will usually prefer to reach Portmadoc by the mountain route viâ Beddgelert (p. 81). There is a good retrospect of the castle (right) as we leave Carnarvon, after traversing part of the town by tunnel. The Llanberis branch diverges on the left, and we cross the Seiont and farther on the *Gwyfrai*. — 12 m. *Dinas Junction*, with the narrow gauge railway for Snowdon Station and Bryngwyn (p. 82). — From (12½ m.) *Llanwnda* (Goat Inn) omnibuses run to (2½ m.) *Llandwrog* and (3½ m.) *Dinas Dinlle* (p. 124). — 15¾ m. *Pen-y-Groes*, a large village serving as a centre for the great Nantlle quarries, is the nearest station to *Clynnog Fawr* (5½ m.; p. 123).

Nantlle, a straggling quarry village 1½ m. E. of Pen-y-Groes, is reached thence by one of the shortest railway branches in the kingdom. The village is dominated by grey heaps of slate débris which have almost filled the lower of the two small lakes in the Llyfni valley, but its general aspect is not unpicturesque. The slate-beds here are worked largely in open pits, sometimes of great depth and at places closely flanking the road on both sides. Beyond the village the road, passing (2 m. from the station) *Llyn Nantlle Uchaf*, goes on E. up the valley, which is bounded on the right by the escarpments of *Trum-y-Ddysgl* (p. 82) and on the left by the bold crags of *Craig-y-Beri*, on the S. side of Mynydd Mawr (p. 82), whilst in front appears the cone of Snowdon, above the low hills at the head of the valley. We cross the low pass of (2 m.) *Bwlch Gwylfin*, descend past (¼ m.; left) the tarn of *Llyn-y-Dywarchen*, once famous for a floating island (comp. p. 77) but now artificially enlarged, and join the high road from Carnarvon to Beddgelert just N. of (1 m.) *Snowdon Station* (p. 82).

From the main line we have a glimpse of the peak of Snowdon (l.) beyond the head of the Nantlle valley. — To the right of (19½ m.) *Pant Glas* the Rivals (p. 122) are visible, and to the left Moel Hebog (p. 84). — At (21¼ m.) *Brynkir* we part company with the road to Portmadoc (p. 117), which diverges on the left. — 25 m. *Llangybi* is the nearest station to Llanaelhaiarn (c. 6 m. N.W.; p. 123). From (26 m.) *Chwilog* (Madryn Arms) an omnibus plies daily to *Four Crosses* (2½ m.) and *Nevin* (10 m.; p. 122). — 27½ m. **Afonwen** (*Rfmts.*), where we join the Cambrian Railways, see p. 119. There is a fine view of the mountains and the coast from the station.

13. FROM BETTWS-Y-COED TO BANGOR

20 m. Motor Coaches daily in the season in c. 2 hrs. (5/) viâ (15 m.) *Bethesda*. Other motor-coaches ply in the afternoon and evening to (5½ m.) *Capel Curig* only. — Railway from Bethesda to (5 m.) *Bangor*, see p. 26.

The route, the most romantic section of the great Holyhead road (p. 28), is no more than pretty until Capel Curig is reached, but between that point and Bethesda it passes through some of the wildest and grandest mountain scenery on any main road in Wales, rivalled only by the pass of Llanberis.

From Bettws-y-Coed to (5½ m.) *Capel Curig*, see Rte. 14. The Bangor road parts company with the Llanberis road in the village and, turning to the right, ascends the left bank of the Llugwy, through a landscape of increasing grandeur. On our right are the slopes of Pen Llithrig-y-Wrach and Pen Helig (p. 70), with the Carnedds beyond them in the distance,

while to the left successive cwms break the foothills of the long Glyder range (see below) behind which Snowdon is hidden. Beyond (8 m.) the projection of *Gallt-y-Gogof*, 'the cuckoo cliff' (left), the remarkable pyramid of Y Tryfan (see below) comes suddenly into view, with the mountains beyond Llyn Ogwen in the background. The road crosses the Llugwy, which descends on the right from its source in Ffynnon Llugwy (p. 70). On the left opens the great *Cwm Tryfan* which may be ascended to the Bwlch Tryfan (see p. 65). About 9½ m. from Bettws we reach the highest point of the road (1000 ft.), in a district of surpassing interest alike to the climber and the student of geology.

10 m. **Llyn Ogwen** (good fishing free; boat 2/6), a lake c. 1 m. long, is grandly set in a deep hollow between the black and rock-strewn slopes of *Y Glyder Fawr*, on the left, and *Braich Du*, the precipitous S. spur of Carnedd Dafydd, on the right. We skirt its S. bank, reaching (10½ m.) *Pen-y-Benglog*, better known as OGWEN COTTAGE (993 ft.), a small solitary boarding-house frequented by rock-climbers and fishermen. Immediately beyond it the road crosses the *Ogwen*, which here issues from the lake and, joined by the leaping stream from Llyn Idwal (see below), plunges down into the head of Nant Ffrancon over a series of cataracts known as the *Benglog Falls*, or 'Falls of the Skull.'

About ½ m. S., reached by a rough path behind Ogwen Cottage in 15 min., is *Cwm Idwal*, one of the most remarkable of all the Welsh cwms, in which lies ***Llyn Idwal** (1223 ft.), overhung by the main precipice of Y Glyder Fawr, to the right of which opens the Devil's Kitchen (see below). In sombre and almost savage mystery this tarn is rivalled in Wales only by Llyn Llydaw and Glaslyn, under Snowdon, and by Llyn-y-Cau, below Cader Idris. According to legend Prince Idwal, son of Owain Gwynedd, was drowned here by his foster-father, Dunod; and no bird will venture across its squall-swept waters.

ASCENTS FROM OGWEN COTTAGE.

Y Glyder Fawr (3279 ft.), the highest peak in the Glyder group ('glyder' is perhaps 'a pile'), and ***Y Glyder Fach** (3262 ft.), its great rock-strewn neighbour, are best climbed on this, their finest side, by one of the following routes (2–2½ hrs.), the second being the finer but the more adventurous. (1) From Ogwen Cottage we follow the track to the outlet of Llyn Idwal (see above), and thence we skirt either shore of the tarn, preferably the drier W. side. In front the face of the hill is precipitous, and care should be taken to identify the route from below before beginning the ascent. In the mountain wall near the head of the lake, ½ m. to the right of the summit, is discerned a remarkable fissure, with absolutely vertical sides, known as the *Twll Du* ('Black Hole') or *Devil's Kitchen*, and to the left of this is seen a grassy, rock-strewn ledge (along which our path lies), sloping up steeply from right to left, and ascending from the foot of the Kitchen to the sky-line of the cliffs. The scramble to the

foot of the Kitchen (itself accessible only to skilled cragsmen; one or two ascents yearly in dry weather) is rough but without real difficulty, and thence the ledge must be climbed with care to the saddle, whence we ascend to the left (S.E.), and reach the summit by a steep scramble (¾ hr.) over slate and boulders. — (2) Before reaching the foot of Llyn Idwal we diverge to the left, and climb the steep rocky arête of *Y Gribin* (in parts somewhat difficult) which separates Llyn Idwal (W.) from Llyn Bochlwyd (E.; see below). On Y Gribin is the *Monolith Crack*, a famous test for expert climbers. The arête brings us eventually to the dip between Y Glyder Fawr (W.) and Y Glyder Fach (E.), whence either summit may be reached by c. ½ m. of rough walking.

The *View from the top is fine, though blocked towards the N. by the loftier mass of the Carnedds, and to the S.W. by that of Snowdon, which, however, is seen to supreme advantage. To the N.W. we look down Nant Ffrancon, over Bangor and the Menai Straits to Anglesey, with Beaumaris and Puffin Island near its N.E. corner. A little N. of W. Carnarvon Castle is seen beyond the twin lakes of Llanberis. To the E., in the far distance, is the Clwydian range; and S.E., behind Moel Siabod (from this point of view not imposing) are (from l. to r.) the Berwyns, the Arenigs, the Arans, and (almost S.) Cader Idris. Much nearer, toward the head of Cardigan Bay, are Moel Hebog, with Cynicht and Moelwyn to the left of it; and beyond these latter, the Rhinogs.

For the descents to *Llanberis* and *Pen-y-Gwryd*, see pp. 76, 71.

***Y Tryfan** (3010 ft.) or *Tryfaen*, variously interpreted as 'the three headed hill,' 'the speckled hill,' or 'the hill on the pass,' presents both in form and structure some features of peculiar interest. The E. and W. faces are precipitous, and on the N. is a steep ridge rising from near the E. end of Llyn Ogwen; all three sides are scored by gullies which afford ample scope to the expert cragsman but are inaccessible to the ordinary climber, whose only route to the summit is along the ridge or col of *Bwlch Tryfan*, which connects the S. side of Y Tryfan with Y Glyder Fach. This ridge may be reached either from Capel Curig viâ Cwm Tryfan (see p. 64) or, more conveniently and safely, from Ogwen Cottage in c. ¾ hr. by a steep but not difficult route passing *Llyn Bochlwyd*, a tarn situated in a gloomy cwm not unlike Cwm Idwal, but smaller and at a much higher level. On the summit are two conspicuous upright stones which may have been placed artificially. The view is restricted.

Carnedd Llewelyn and Carnedd Dafydd, the highest peaks in Wales next to Snowdon, are the culminating points of a remarkable cross-shaped plateau, c. 3000 ft. above sea level, with precipices on both sides. They are said to be named after the brother princes of North Wales (p. 56). — The ascent of **Carnedd Llewelyn** (3484 ft.) is made from Ogwen Cottage in 2½–3 hrs. (two routes). We may quit the Capel Curig road near the 36th milestone from Holyhead, just beyond the head of Llyn Ogwen, by a track leading to the left viâ the farm of *Bodesi* to the farm of *Glan Llugwy*. Climbing thence N.N.E. for c. ¾ m. till abreast of Ffynnon Llugwy

(p. 70), and then bearing N.W. up the long shoulder to the ridge between the two Carnedds, we turn to the right, and proceed along the *Bwlch-Cyfryw-Drym* to the summit. Or we may follow the Capel Curig road for a farther 1¼ m., and then ascend viâ Braich and Pen Helig, as described on p. 70.

For **Carnedd Dafydd** (3430 ft.) the shortest and easiest ascent (c. 2¼ hrs.) leads due N. from the farm of *Bodesi* (see above) up the slope to the crest of the *Cefn-Ysgolion-Duon*, the 'Ridge of the Black Ladders,' which drops on the opposite (N.) side to the great *Cwm Llafar* in precipices which are a famous school for rock climbers. We turn to the left along the ridge and reach the top of Carnedd Dafydd in c. ½ m. A longer route descends Nant Ffrancon for c. 1½ m., then follows a track diverging on the right behind the farm of *Ty-Gwyn* and gradually sloping up the long shoulder of *Pen-yr-Oleu-Wen*. From (2½ m.; 1½ hr.) the crest we proceed along the shoulder to the right (S.E.) to the summit of the rocky *Craig-Ddu* (3169 ft.), a pyramidal mass which slopes very steeply to Llyn Ogwen and Nant Ffrancon; or we may turn sharply N.E., along the Braich-Du ridge, curving a little round the deep cwm in which lies the tarn of *Ffynnon-y-Lloer* and reach the top of Carnedd Dafydd by an easy ascent. From Carnedd Dafydd to (1¾ m.) Carnedd Llewelyn is a splendid walk of 1 hr. along the saddles of Cefn-Ysgolion-Duon and Bwlch-Cyfryw-Drym (see above), running first E. and then N.E.

The view, extending in clear weather to the Cumberland fells, embraces most of the peaks of N. Wales, save that the hills in the neighbourhood of Beddgelert are concealed by the lofty ridge of the Glyders. Snowdon, however, is well seen to the S.S.W.; while in the foreground Y Tryfan and Elidyr Fawr present cones of striking beauty.

For the descents from either mountain to *Bethesda*, see p. 68; to *Capel Curig*, see p. 70; to *Aber* viâ Y Foel Fras (one of the finest mountain walks in Wales), see p. 19.

Elidyr Fawr (3029 ft.) is seen from the N. as a graceful cone, and this is the more attractive side for climbers, though the ascent (over 3 hrs.) is longer than that from Llanberis (p. 76). From Ogwen Cottage we follow the road, now a grass-grown track, that runs down the W. side of Nant Ffrancon. At (½ m.) a sharp bend to the right we leave the road and continue due W. up a rocky slope to the dip between Y Garn (see p. 67; left) and *Y Foel Goch* (2726 ft.; right) and there turn sharply to the right up the shoulder to the top of the latter hill. Passing over this we descend N.W. to the *Bwlch-y-Brecon* (p. 68), and, 'traversing' a little to the left along grass slopes below the summit of Moel Perfydd (p. 67), we come shortly to the ridge which runs S.W. to the top of Elidyr Fawr, and which drops steeply on the N. to the large, almost circular tarn of *Marchlyn Mawr* (1979 ft.). Though the stretch of country northward is ragged and somewhat dreary, the views of the triple massifs of Snowdon, the Glyders,

and the Carnedds are fine. The lesser peak of ELIDYR FACH (2564 ft.) may be reached from the summit by following the saddle (N.W.). Descent to *Llanberis*, see p. 76.

Y Garn (3104 ft.), the higher of the two peaks so named (comp. p. 76), a little-known hill with some good rock-faces, may be ascended either from *Llyn-y-Cwm* (p. 76), at the head of the Devil's Kitchen (p. 64), whence we climb the S.E. shoulder, or from the dip between the summit and Y Foel Goch (see p. 66), viâ the N.W. edge.

For the mountain-walk viâ Tyn-y-Maes, which may be taken in either direction, see below.

Beyond Ogwen Cottage the road crosses the *Ogwen* at the head of the Benglog Falls (p. 64) and, bending to the N.W., enters ***Nant Ffrancon,** possibly the 'vale of beavers,' but more probably named from Adam de Francton, who slew Llewelyn (p. xxx). This celebrated valley consists of a nearly level bottom of rough meadow, often flooded, sloping gently in the direction of the stream, and bounded on either side by rocky hills of the Carnedd and Elidyr groups which bear striking evidence of intense glaciation. It is especially impressive in wet or wintry weather, when mist shrouds the hills. The background at the head of the valley is formed by the splendid N. face of the Glyders, but Y Tryfan is soon lost to view as we descend. Nant Ffrancon, with its narrow strip of cultivation, is entirely unlike the Pass of Llanberis, where the hillsides descend abruptly to the stream. The better view is obtained by ascending from Bethesda, with the mountains ahead. The main road (engineered by Telford in 1815–30) traverses the lower slopes of Pen-yr-Oleu-Wen (p. 66), while above it the almost unscalable crags of *Craig-yr-Ysfa* rise like gigantic ruins. — Beyond (13 m.) the hamlet of *Tyn-y-Maes* the scene suddenly changes, and the rocks give place to the woods of *Ogwen Bank* and, to the left, the high slate-tips of the Penrhyn quarries.

About ¼ m. beyond Tyn-y-Maes a cart-track, diverging on the left through a gate and crossing the river, may be made the beginning of a fine mountain walk including the ascent of three separate peaks. Beyond the river we ascend (1½ hrs.) *Carnedd-y-Filiast* (2694 ft.; 'the cairn of the greyhound bitch'), the last definite height of the chain in this direction. The ascent is by the E. side of *Cwm Ceunant*; farther to the S. the mountain descends towards Nant Ffrancon in curious slabs of slate, so smoothed, probably by glacial action, as to be treacherous even for climbers. From the top there is a splendid view of the Menai Straits and Anglesey, with the keep of Penrhyn Castle (p. 26) and the tower of Bangor University College conspicuous. Bethesda lies in the foreground. The range on the W. side of Nant Ffrancon is now followed to the S. over the successive summits (see p. 66) of *Moel Perfydd* (2750 ft.) and *Y Foel Goch* (2726 ft.). From Moel Perfydd we may follow up the ridge on the S.W., with Marchlyn Mawr (p. 66) below us on the right, to gain the summit of Elidyr (p. 66). From Y Foel Goch we may either descend to Ogwen Cottage (see p. 66, under Elidyr Fawr) or prolong the walk to include Y Garn and the two Glyders (p. 64).

15 m. **Bethesda** (*Douglas Arms*) is a straggling and unattractive town (4134 inhab.) of comparatively modern

growth, devoted wholly to slate-quarrying. Originally called Glanogwen, it derives its present name from the large Methodist chapel in the main street. The local choirs often take a high place in the Welsh musical contests. Bethesda is connected with Bangor by a short branch-railway (p. 26), as well as by a service of motor-coaches. During the season motor-coaches ply several times daily to *Llyn Ogwen* (see p. 64 ; 1/6, 2/6 return).

About 1 m. S.W. of the town (motor coach 1/) are the great PENRHYN SLATE QUARRIES (visitors admitted daily 10–3.30 ; 3*d*.), perhaps the largest in the world and named from the lord of the manor (p. 26). The quarries form a vast amphitheatre, 1000 ft. deep, hewn in terraces out of the N. end of *Bron Llwyd*, the last shoulder of the Glyders. After blasting, the slate is broken out and conveyed by trolley to the finishing sheds, where it is split and dressed to certain uniform sizes, known as 'queens,' 'duchesses,' 'countesses,' and 'ladies.' It is then carried by the mineral line to Port Penrhyn (p. 26).

Bethesda is a good starting-point for the ascent of the twin Carnedds. From the farm of *Tyddyn-Du* (c. 1½ m. S.E. of the village, and reached by an intricate route best found by local inquiry) the most direct ascent of CARNEDD LLEWELYN (p. 65) leads between the *Llafar* and *Caseg* glens up the long ridge of *Braich-y-Brysgill*, which leads E. to the minor but finely peaked summit of *Yr Elen* (3151 ft.). The ridge presents no difficulty, but the final scramble up Yr Elen over loose slate is steep and rough. Thence an easy walk of ½ hr., looking down upon the insignificant *Ffynnon Caseg* (l.) at the foot of an amphitheatre of cliff, brings us to Carnedd Llewelyn. An easier but longer route ascends the Caseg glen, N. of Braich-y-Brysgill, to the foot of the magnificent *Cwm Caseg*, and thence E. up the shoulder of *Clogwyn-yr-Helwyn* (2000 ft.) to the main ridge of *Yr Aryg* (2875 ft.). Hence, turning to the right, it is a relatively easy walk of c. ½ m. S.W. over Y Foel Grach to the summit.

For the ascent of CARNEDD DAFYDD (p. 66) there is also a choice of routes. The direct way is to ascend from the farm of *Tyddyn-Du* (see above) to the shoulder of *Mynydd-Du*, between the *Llafar* and the *Cenllist* streams. This is then followed to the summit (rough scrambling ; sharp declivities on the left). A longer way is by the shoulder of *Pen-yr-Oleu-Wen*, along the E. side of Nant Ffrancon, to the top of Braich-Du (p. 66). For the route thence to the summit, and the view, see p. 66.

FROM BETHESDA TO LLANBERIS, 8 m. by footpath. This walk across the hills, through a labyrinth of slate-quarries and over dreary moor, is of interest only as the shortest route from Bethesda to Snowdon (good map desirable). Crossing the Ogwen ½ m. S. of the Douglas Arms, we make for the conspicuous church spire of *St. Ann's* ; then, leaving the low, moorland hills of *Moel-y-Ci* and *Drysgol Fawr* to the right, we cross a road, and descend to another road that debouches between the two lakes of Llanberis (p. 75). — A finer route leads over the tops of *Carnedd-y-Filiast*, *Moel Perfydd*, and *Elidyr Fawr* (comp. p. 67), descending to Old Llanberis, as described on p. 76. — An alternative mountain route (only a trifle longer) crosses the *Bwlch-y-Brecon* and thence descends the S.E. slope of Elidyr Fawr into the glen of the *Dudodyn*, which leads almost due S. to Old Llanberis (p. 75).

Beyond Bethesda we emerge from the hills, but the road is pleasant and prettily wooded. It crosses (16½ m.) the rushing Ogwen, and soon afterwards a view opens to the right, along the coast, to Moel Wnion (p. 19) and Penmaenmawr (p. 18), whilst in front is the keep of Penrhyn Castle (p. 26), with Anglesey and Puffin Island beyond the entrance to the Menai Straits. At (18 m.) *Llandegai* (p. 26) we cross the main Holyhead railway, and join the coast road from Conway. — 20 m. **Bangor**, see Rte. 4.

14. FROM BETTWS-Y-COED TO LLANBERIS

16 m. MOTOR COACHES daily in the season in 1¾ hr. (3/6). — The Beddgelert coach (p. 72) likewise follows this route as far as (9½ m.) *Pen-y-Gwryd* (2/), where passengers may join the coach coming from Beddgelert and going on to Llanberis and Carnarvon (see p. 59).

On this route the main attraction is the magnificent scenery of the Pass of Llanberis.

From Bettws the road mounts steadily W. with the *Llugwy* on the right, a picturesque mountain stream, the valley of which, still charming, was robbed during the War of much of its former wealth of timber. At 1 m. we pass the *Miners' Bridge* (r.), a picturesque footbridge crossing the stream. The old Roman road known as 'Sarn Helen' runs hence S.W. over a saddle (852 ft.) to Pont-y-Pant (p. 58; 2½ m.) in the Lledr valley.

2¼ m. *Swallow Falls Hotel.* Opposite (right) is a gate leading to the **Swallow Falls**, or *Rhaiadr-y-Wennol* (adm. 2*d.*), a broken cataract, which with its surroundings of rock and woodland is commonly considered one of the finest in Wales, and is certainly one of the most frequented. A little farther on the graceful peak of Moel Siabod (p. 70) comes suddenly into view in front, and the river is crossed at (2¾ m.) *Ty-Hyll Bridge*, above which for a time it winds among meadows. On the right, just beyond the bridge, the hill-road from Llanrwst (p. 55) comes in. Farther on the Llugwy bends to the right, the valley again contracts, and we pass on the left (4½ m.) the slender *Pont-y-Gyfyng*, or 'narrow bridge,' a single-arched structure below which the stream forms a series of cascades (viewed from a platform on the left). We next pass *Tyn-y-Coed Hotel*, and afterwards (5 m.) *Cobden's Tan-y-Bwlch Hotel* (a shooting and fishing centre; R. 4/, D. 3/6, pens. 4 gs. per week).

Moel Siabod (p. 70) may be ascended in 1½–2 hrs. by crossing the river either at Pont-y-Gyfyng or by a wooden footbridge opposite the hotel, whence a direct track, steep in the later stages, leads to the summit by the N.E. shoulder. A second track leading S.W. strikes (1¼ m.) the main path from Capel Curig. — From Pont-y-Gyfyng a track crosses the hills to the Lledr Valley at (3½ m.) *Dolwyddelan* (p. 58). By diverging from this to the right, 1 m. from the bridge, it is possible to climb Siabod by the E. shoulder.

Beyond yet another bend of the road (this time to the left) we obtain one of the finest and most famous *Views of

Snowdon. The individual peaks (from left to right) are Lliwedd, Y Wyddfa (the summit), Crib Goch (lower and nearer to us), and Crib-y-Ddysgl. To the right of the bare valley (Nant-y-Gwryd), up which our route lies (see below), rise the Glyders, seen to little advantage from this side.

5½ m. **CAPEL CURIG** (**Royal*, an old-established house, with garden; *Bryntyrch*, R. & B. from 6/, D. 2/6, pens. 9/; *Cobden's* and *Tyn-y-Coed*, see p. 69), pronounced 'Kappel Kerrig,' a resort of tourists, anglers, and artists, is a small village (310 inhab.) situated near the confluence of the Gwryd with the Llugwy, on the confines of some of the wildest mountain scenery in Carnarvonshire. Though scarcely a base for serious rock-climbers, for walkers it enjoys a unique position within easy reach alike of the Carnedds, the Glyders, and Snowdon, and the stream of motor-coach traffic over the passes has lately made the mountains even more accessible. The modern church, a picturesque sham-Norman building at the road-fork, has some good mosaics by Salviati; the old church, near the Royal Hotel, is an interesting example of the original humble temples of these wild valleys. Good fishing (salmon and trout) may be obtained in the neighbouring tarns and streams. The two hills directly overlooking Capel Curig to the S. and N. respectively are Moel Siabod and Pen Llithrig-y-Wrach.

Moel Siabod (pron. 'Shabod'; 2863 ft.), a solitary and noble peak commanding remarkable views of its loftier but more crowded neighbours, is ascended from Capel Curig in 1½–2 hrs. by a direct route which crosses the picturesque 'clapper bridge' just below the outlet of the Llynau Mymbyr. The track, joined at the height of 1350 ft. by another from Pont-y-Gyfyng (see above), is ascended S. until we reach (c. 1½ m.) the N.E. shoulder or arête, whence we scramble to the summit. The *View embraces the finest escarpments of Snowdon (due W.) and the massive slopes of the Glyders and the Carnedds (N.W. to N.), with many delightful glimpses of the green valleys of the Llugwy, the Lledr, and Nant Gwynant. — Descent to *Pen-y-Gwryd*, p. 71; to *Dolwyddelan*, p. 58.

Pen Llithrig-y-Wrach (2621 ft.), the 'Slippery Head of the Hag,' is worth ascending for its view of the large tarns Cowlyd, Eigiau, and Ogwen, and of the E. slopes of the Carnedds. We leave the Bangor road ½ m. N. of Capel Curig, and take the cart road to the right, passing the farm of *Tal-y-Waun*. After ascending over moorland for c. 1½ m. till we look down upon *Llyn Cowlyd* (p. 55), we leave the track and climb in a N.N.W. direction to the summit. — We may go on W. across the *Bwlch-Tri-Murahog* to (1¼ m.) Pen Helig or *Elicydu* (2731 ft.), and thence along a narrow grassy ridge, precipitous on both sides and requiring care, to (1¾ m. farther) the summit of Carnedd Llewelyn (p. 66). An easy descent may be made from Pen Helig along the shoulder of *Braich*, its S. spur, leaving on the right, below the cliffs, the tarn of *Ffynnon Llugwy* (1786 ft.), marred by recent conversion into a reservoir. Thence via the farm of *Tal-y-Braich* we regain (1¾ m.) the Bangor road at a point c. 2 m. from Capel Curig. This route, reversed, is the most direct ascent of Carnedd Llewelyn from Capel Curig.

Capel Curig is connected with Trefriw (p. 55) and Llanrwst (p. 54) in the Conway valley (see p. 55) by four rough tracks across the moors; but these

are better traversed in the opposite direction, as the view of the Carnarvonshire peaks is then in front. The shortest (6¾ m.) but least interesting route between Capel Curig and Llanrwst for pedestrians is by a lane leading from Ty-Hyll bridge (p. 69).

Snowdon (p. 76) may be ascended from Capel Curig viâ (5 m.) *Gorphwysfa*, on the Llanberis road (*Gorphwysfa Path*, see p. 79), or viâ (8½ m.) *Bethania Chapel* on the Beddgelert road (*Cwm-y-Llan Route*, see p. 80).— The long range of the *Glyders* (p. 64) may be climbed either directly from Capel Curig, or viâ (2 m.) the farm of *Dyffryn Mymbyr*, on the Beddgelert road (whence the ascent to Y Glyder Fach occupies 2–2½ hrs.), but both routes are dull, and these fine hills are better approached from Ogwen Cottage (see p. 64).

From Capel Curig to *Bangor*, see Rte. 13; to *Beddgelert* viâ Pen-y-Gwryd, see below and p. 72.

The Llanberis road diverges to the left from the Bangor road (Rte. 13) near the new church in Capel Curig, passes (¼ m.) the Royal Hotel, and beyond the *Llynau Mymbyr* ascends the somewhat dreary valley of *Nant-y-Gwryd*, stripped during the great War of what little timber it possessed. On the left Moel Siabod (p. 70) presents its dullest slope, and on the right the Glyders are not impressive; but the fourfold peak of Snowdon rises nobly ahead. The *Gwryd*, on the left, is a good trout stream.

9½ m. ***Pen-y-Gwryd Hotel** (900 ft.; R. from 5/, D. 5/, pens. 14/6), a noted old house known to climbers as 'P.Y.G.', stands at the fork of the roads to Llanberis and Beddgelert. From the doorway of the inn we get a glimpse down the beautiful Nant Gwynant (p. 72), with *Gallt-y-Wenallt*, the easternmost spur of Lliwedd, to the right of it, and the ridge of Cynicht, here seen lengthwise, in the distance. The visitors' book formerly contained humorous verses contributed by Charles Kingsley, Tom Taylor, and Thomas Hughes, the first of whom introduces this once lonely house of call in his 'Two Years Ago' (1857). The landlord of those days, Harry Owen, a climbers' guide almost as famous in his time as Will Ritson of Wasdale Head, died in 1891. A walk of ¼ m. along either the Llanberis or the Beddgelert road brings us to fine view-points, and the little known *Llyn-y-Cwm Ffynnon*, ¾ m. N.W., provides good char-fishing.

Moel Siabod (p. 70) may be ascended from Pen-y-Gwryd in c. 2 hrs. by a long tramp across the moors to (1½ m. S.E.) *Bwlch Main* (Bwlch Rhiw-yr-Ychain), and thence up the W. ridge of the mountain leaving the *Llynau Dywaunedd* below us on the right.— *Y Glyder Fawr* (p. 64) is ascended in 1½–2 hrs. by climbing N.W., skirting *Llyn-y-Cwm Ffynnon* (see above). The direct ascent of *Y Glyder Fach* (N., p. 64) takes about the same time; but this is the duller side of these two mountains, and the way is stony and monotonous.— For the finest side of *Snowdon* (p. 76), on the other hand, Pen-y-Gwryd is an admirable and long-recognised centre and, like Capel Curig, may be selected as a starting-point for the ascent viâ the Gorphwysfa Path (p. 79).

The Llanberis road, cut in the hillside, continues to ascend, with splendid views (l.) of Nant Gwynant, Moelwyn, and Cynicht. Turning (10 m.) a sharp corner on the S. slope of *Y Foel Berfedd*, a detached foothill of the Glyders, we see rising ahead, to the left, the superb pyramidal outline of *Crib Goch*, behind which lie the famous pinnacles.

10½ m. **Gorphwysfa Hotel,** known also as *Pen-y-Pass* (a hybrid coinage), situated at the crest of the Llanberis Pass (1169 ft.), commands wild and magnificent views. 'Gorphwysfa' means 'resting-place,' The hotel is a good centre for climbers.

Ascent of *Snowdon* by the Gorphwysfa Path, see p. 79.

The road now begins the descent of the magnificent ***Pass of Llanberis**, the wildest valley in Wales, a narrow V-shaped defile, deep-set between black and towering walls of rock and almost blocked by boulders and débris. The impressive aspect of the glen defies even the marring effect of the electric power wires that traverse it from end to end. At (11¾ m.) *Pont-y-Gromlech* we cross the stream, passing a group of enormous boulders, the largest of which is absurdly styled a 'cromlech.' On the right the precipitous crags of *Esgair Felen*, the 'Yellow Shank' of Y Glyder Fawr (p. 64), descend in abrupt disorder, while on the left the arms of Crib Goch open to disclose a splendid view of the almost rectangular ***Cwm Glas.** A footbridge ½ m. beyond Pont-y-Gromlech affords access to this remarkable corrie.

Cwm Glas, with its two little tarns (2200 ft.) overhung by sheer precipices, is one of the finest and wildest glens in Wales, and visitors should ascend to its head. The marks of glacier action are very distinct. On the W. side rises the splendid rock bastion of *Cym Las*, the 'Grey Horn,' and on the E. side the N. ridge of Crib Goch ends in the spur of *Dinas Môl* ('hill fortress'). Beyond the first tarn is *Clogwyn-y-Person* with the 'Parson's Nose,' a spur of Crib-y-Ddysgl noted among climbers for the excellence of its 'holds.' The 'Crazy Pinnacle' is farther S., towards Bwlch Goch. — The easiest ascent from the cwm to the summit of Snowdon (with which Crib Goch must not be confounded) leads viâ the ridge on the extreme right to strike the Llanberis ascent a little above Clogwyn station (p. 79). Rather more adventurous is the route leading over the green *Bwlch Goch*, due S. of the lower tarn, to the Gorphwysfa upper track (p. 80).

The pass gradually widens as it descends into a more cultivated region. — 14 m. *Old Llanberis* (p. 75). The road skirts the S.W. side of *Llyn Peris*, across which are seen the Dinorwic slate-quarries. — 16 m. **Llanberis,** see p. 75.

15. FROM BETTWS-Y-COED TO BEDDGELERT AND PORTMADOC

24¼ m. Motor Coaches daily in the season to *Portmadoc* in 3 hrs. (7/); to (17 m.) *Beddgelert* in 2 hrs. (5/). — Circular tours from Llandudno, Rhyl, and Colwyn Bay, see pp. 21, 12, 13. Nant Gwynant is traversed also by the motor-coach from Llanberis to Portmadoc (p. 117), and, in the reverse direction, by the 'Round Snowdon' coach from Carnarvon.

From Bettws-y-Coed to (5½ m.) *Capel Curig*, see p. 69, and thence to (9½ m.) *Pen-y-Gwryd*, see p. 71. — We diverge at Pen-y-Gwryd to the left from the Llanberis road, and descend into ***Nant Gwynant**, 'the valley of waters,' in which the *Glaslyn* flows amid rich meadows bounded by lofty mountains on either side. The vale, with its twin lakes, offers one of the loveliest and most harmonious prospects in

Wales, the more striking by contrast with the sombre sterility of Nant-y-Gwryd (p. 71). According to a Welsh legend America was first discovered by Madoc ap Owain Gwynedd (1150–80), the owner of Nant Gwynant, who is said to have sailed from Llandrillo-yn-Rhos (p. 14) with 10 ships and 300 men, and never to have returned. The old road, with a characteristic indifference to gradients, drops abruptly into the valley on our right; but the well-engineered modern road descends more gradually. Far below us, at the foot of Cwm Dyli (p. 79) on the right, is the Snowdon Power House, and on the hillside are conspicuous and unsightly iron pipes which have robbed the series of cascades of much of its charm. In front, beyond the foot of the valley, rises the bold and shapely Moel Hebog. Farther on we skirt (12½ m.) the S.E. bank of *Llyn Gwynant* (217 ft.; 1 m. long; good fishing), a fine mere, richly wooded towards the foot. Beyond it opens (right) the great hollow of Cwm-y-Llan (p. 80), with the peak of Snowdon at its head. On the right as we look up the glen are the relatively smooth S.W. slopes of Lliwedd, and on the left is Yr Aran. — Beyond (14 m.) a bridge across the Glaslyn, and just before the chapel called 'Bethania,' the lane leading to Sir Edward Watkin's path up Snowdon (Cwm-y-Llan route, see p. 80) diverges on the right. Across the valley on our left the long ridge of Cynicht (p. 85) is well seen, and a pleasant lane diverging in this direction offers a pedestrian route to Pont Aberglaslyn (p. 74; c. 6 m.). The carriage-road now skirts the N.W. shore of *Llyn-y-Ddinas* (176 ft.; ⅔ m. long; fishing), dominated on the right by the steep but smooth slopes of Yr Aran. About half a mile beyond the lake, on the right, rises the bold wooded eminence of *Dinas Emrys*, still crowned by traces of ramparts, one of the fabled retreats of Vortigern (p. 122) after his expulsion by the Saxons whom he had summoned to Britain. Here Merlin Ambrosius, or Myrddin Emrys, the great soothsayer (destined in his youth for sacrifice, but spared by Vortigern because of his sagacity) unfolded to the monarch his vision of the red and the white dragons fighting for the land. Below the height are ancient stepping-stones. We soon reach the nearest of "Bethgelert's huts."

17 m. **Beddgelert,** see p. 82.

The road to Portmadoc here turns to the left (S.) while that to Snowdon station and Carnarvon (see Rte. 17) leads to the right (N.). The Portmadoc road, from which Gelert's Grave (p. 83) is seen in a field on the left, soon enters the ***Pass of Aberglaslyn,** a picturesque narrow defile, with the torrent of the Glaslyn and the modern highroad running side by side between steep fir-clad cliffs. This lovely pass, which has been compared with the Via Mala or the Gorge of Gondo, though in miniature, is seen to even greater advantage and with more sudden effect when approached from the opposite

direction. — At (18½ m.) the romantic *Pont Aberglaslyn* we do not cross the bridge but keep straight on, still on the right bank of the stream. (The road diverging to the left and crossing the bridge leads viâ Penrhyndeudraeth to Ffestiniog, see p. 84). On our left as we proceed extend the wide marshy flats of *Traeth Mawr*, which was an inlet of the sea until the early 19th cent., when it was reclaimed by the building of the dyke at Portmadoc (p. 117). On the right is *Moel Dŷn* (1911 ft.), and we have a splendid view of Cynicht and Moelwyn on the left, while as we look back the peak of Snowdon towers superbly in the background. From (21½ m.) the comfortable *Glaslyn Inn* a short cut for pedestrians (saving a mile) follows the quarry railway crossing the flats. The carriage road skirts a range of ivy-clad cliffs. On the left, just short of the village of Tremadoc (see below), is *Tan-yr-Allt*, the former residence of Mr. W. A. Madocks, M.P. (1774–1828), who spent £100,000 in erecting a great embankment (1 m. long, 30 ft. broad) at the mouth of the Glaslyn, thus reclaiming a great part of *Traeth Mawr* (7000 acres), until then a mil-girt estuary. This great and beneficent work was in Goethe's mind when, in the second part of his great tragedy, he describes the similar reclamation work undertaken by Faust.

In Sept. 1812, Shelley, attracted especially by Mr. Madocks's "generous project," which symbolized to the poet a pre-eminence of mind over matter, came with Harriet to offer his assistance. They occupied a house (now pulled down) at the W. end of the grounds of Tan-yr-Allt. Here much of 'Queen Mab' was written. One night in Feb. 1813, according to Shelley and Harriet, the house was forcibly entered, shots were fired, and Shelley's life was attempted. This 'Tremadoc incident,' long a perplexity to Shelley's biographers, led to his sudden departure. It is now explained as a successful ruse to scare Shelley from the neighbourhood, adopted by certain shepherds who objected to the poet's habit of putting sick or injured sheep out of pain when he encountered them on his walks abroad.

23½ m. *Tremadoc*, a quadrangular village with a square represents an early attempt at town-planning. In the village we turn sharply to the left. — 24¼ m. **Portmadoc**, see p. 117.

16. FROM CARNARVON TO LLANBERIS. SNOWDON

9 m. L. & N.W.R. in ½ hr. (2/9½, 1/4). MOTOR OMNIBUSES run from Carnarvon to (8 m.) *Llanberis* every 2 hrs.

Carnarvon, see p. 59. The railway, leaving the town with its prominent castle behind, diverges to the left (1 m.) from the Afonwen line (p. 63) and ascends the pretty glen of the *Seiont*, crossing and recrossing the stream. Beyond (3½ m.) *Penx Rug* the high ground on the right, *Bryn Bras*, is disfigured by the ten lofty masts of a wireless station. — 5¾ m. *Penthythallt* lies in a region of quarries and screes. — Beyond (6½ m.) *Cwm-y-Glo* the railway and road skirt the S.W. shore

of *Llyn Padarn* (2 m. long), the larger of the twin lakes of Llanberis, a somewhat uninteresting sheet of water surrounded by much-quarried hills. To the E. and S.E., however, the peaks of the Snowdon massif form a splendid background. The mineral line on the N.E. shore of the lake connects the great Llanberis quarries with Port Dinorwic (p. 59).

9 m. **LLANBERIS** (2912 inhab.; 370 ft.), the gateway of the famous Pass of Llanberis and the nearest town to Snowdon, is much frequented by tourists, although its natural beauties have been long since marred by slate-quarrying. The new town, on Llyn Padarn, is in reality an overgrown industrial village, and has a handsome church; the old village lies 2 m. nearer the pass (comp. below).

Hotels. *Royal Victoria, near the terminus of the mountain railway, Padarn Villa and Dolbadarn, under the same management, pens. from 14; Castle, R. 3, B. from 2/6; Glan Eilian, pens. 6/6, temperance.

Motor Coaches. On week days in summer to Pen y Gwryd, Capel Curig, Beddgelert, Coed, Penmaedog, etc.

Motor Omnibuses to Carnarvon, see p. 74.

Boating (1 per hr.) and Fishing on Llyn Padarn, the latter free to visitors at the Victoria Hotel.

The stations of the Carnarvon line and of the Snowdon railway lie between Llyn Padarn and the smaller and still beautiful *Llyn Peris*, 1 m. long, on whose N. shore the mammoth Dinorwic slate-quarries (the property of Mr. Assheton-Smith; visitors admitted) have made much havoc. These rise tier above tier to the height of nearly 2000 ft. on the slopes of Elidyr Fawr (p. 66), and threaten in time to fill the lake with their débris. On the N.W. shore a natural knoll, "a rock between two linnys," as Leland calls it, is crowned by *Dolbadarn Castle*, a solitary circular keep (13th cent.), with a smaller rectangular annexe. This tower appears always to have stood alone, and thus, like Dolwyddelan (p. 58), "bears some analogy to the 'pele-towers' of the north of England, and may have been built by a Welsh chieftain upon an English model during the reign of Henry III." It was for twenty years the prison of Owen Goch, the brother of Llewelyn the Great, and later was defended by Dafydd, brother of the last Llewelyn, against the Earl of Pembroke. The view from beside it includes the two lakes and (to the S.E.) the entrance to the wild Llanberis Pass. — About 2 m. S.E. of Llanberis, less than a mile beyond the head of Llyn Peris, is the quaint village of *Old Llanberis*, or *Nant Peris*, where the interesting 14th cent. cruciform church, of rude construction, has a remarkable 15th cent. timber roof, a screen with an old alms-box, and a curious window in the W. wall that is possibly a 'low-side.'

The waterfall of *Ceunant Mawr*, 60 ft. high, impressive when in spate, is reached by a lane beginning opposite the Victoria Hotel, from which we diverge to the right after 300 yds. to ascend a path by the stream. The picturesque turn of the water on the slanting rock-face is a feature of this fall; but the smaller *Ceunant Bach*, a little upstream, is more beautiful. The Snowdon track (p. 79) may be gained from either fall by striking across to the spur on the S.E.

From Llanberis to Llyn Quellyn, 4 m., footpath, in 1½ hr. This is part of the shortest and easiest pedestrian route (8½ m.) from Llanberis to Beddgelert (p. 82); the more ambitious alternatives cross the summit of Moel Eilio (10 m.) or the central peak of Snowdon (10 m.). — We ascend the lane opposite the Padarn Villa Hotel and follow a bridle-path up the valley of the *Arddu*, on whose farther (E.) slope are the Snowdon track (p. 79) and the mountain railway (p. 78). — The path presently diverges (1¾ m.) from the main valley and ascends beside the tributary *Maes Cwm*, which flows between *Moel Goch* (r.) and *Moel-y-Cynghorion*, 'the hill of counsel' (l.). — 1 hr. *Bwlch-y-Maes-Cwm* is the highest point of the pass (1100 ft.), with a fine view of the Snowdon peak, rising above Cwm Clogwyn. — As we descend, the heights of *Y Garn* (2080 ft.) and *Mynydd Mawr* (2290 ft.), with their precipices (notably the fine cliff of Craig Cwm-Bychan, p. 82) are seen rising boldly on the other side of Llyn Quellyn. — We presently strike the Snowdon Ranger track (p. 81), which zig-zags downward (r.) to (4 m.) *Quellyn Lake Station* (p. 82). Walkers bound for Beddgelert, however, continue, almost due S., past the farm of *Bron-y-Fedw* and across the railway, striking the Carnarvon and Beddgelert road almost immediately opposite the fifth milestone from Beddgelert (p. 82).

Elidyr Fawr (3029 ft.; p. 66) and *Elidyr Fach* (2564 ft.) may be ascended from Llanberis, but the direct route (2½ hrs.) viâ Dinorwic is too beset with quarries to offer much attraction. A better route is that viâ (2 m.) Old Llanberis (p. 75), whence a path beginning opposite the church ascends the S. spur of Elidyr Fawr to the summit. Thence to Elidyr Fach, see p. 67. Descent to *Ogwen Cottage*, p. 66; to *Bethesda*, p. 68.

Moel Eilio (2382 ft.), 'the bare frosty hill,' belies its name pleasantly in summer, and its green slopes, rarely broken by cliffs, may be ascended in 2 hrs. by a path running S.W. from Llanberis past the farm of *Ty-mawr*. *Llyn Dwythwch*, fed by three brooks, may be visited on the way.

Old Llanberis is also the starting point for the 'back door to Glyder' (perhaps the best for plodding walkers). The Glyder group, however, a range of peaks five of which exceed 3000 ft., presents its grand escarpment to the N. and is best ascended thence (comp. p. 64). The path from Old Llanberis soon diverges to the r. from the Elidyr track (see above), and ascends sharply beside the stream that drains the slopes of Y Garn (p. 67) and Y Foel Goch (p. 66; N.). We enter a wild upland valley; but the track for Y Glyder Fawr (3279 ft.) strikes away E.S.E. over open fell towards that peak. The little tarn of *Llyn-y-Cwm* lies in the grassy hollow between Y Garn and Y Glyder, and serves to mark the direction of our path. Hence another track diverges N.E. to the head of the Devil's Kitchen (p. 64). The rest of the ascent is now a steep scramble (¾ hr.) over slate and boulders; safety lies always to the right in misty weather. For the *View, and the descents to Pen-y-Gwryd, Gorphwysfa, and Ogwen Cottage, see pp. 65, 71, 64. — To reach the wild and boulder-strewn summit of Y Glyder Fach (3262 ft.; *View and descents, see p. 65) we follow the saddle to the E. for a long mile, with glimpses of Y Tryfan almost ahead and of the huge Carnedds on the left beyond Llyn Ogwen. The track is perhaps the roughest in the kingdom.

Walkers turning N.W. from Y Glyder Fawr may cross the summit of *Y Garn* (3104 ft.; a dull hill from this side, ascended in 1 hr. from Llyn-y-Cwm), and thence traverse the cliff-edge leading to the successive peaks of *Y Foel Goch* (p. 66) and *Moel Perfydd* (p. 67) with views of the Nant Ffrancon valley. From the top of *Carnedd-y-Filiast* (p. 67) we may descend to Bethesda (comp. p. 68).

From Llanberis to *Bethesda*, see p. 68.

***SNOWDON,** or more properly the Snowdon group of mountains, the 'Eryri' of the ancient Welsh, is not only the loftiest mountain in England and Wales, but holds its own in boldness of outline and grace of proportion among world-rivals of greater stature. The massif (principally composed of slate and porphyry) forms a cluster of five peaks, linked by sharp ridges, and presents fine escarpments in all directions, but especially to the N.E., where the beautiful lakes of Glaslyn

and Llyn Llydaw are dominated by sheer walls of rock. The principal heights, in their starfish formation, are *Y Wyddfa* (3560 ft.), the central peak or 'great tomb,' traditionally the burial-place of the giant Rhitta Fawr, now crowned by a lofty cairn; *Crib-y-Ddysgl* (3493 ft.), immediately N., skirted by the Llanberis path; *Crib Goch* (3023 ft.), 'the red ridge' 1½ m. N.E., a splendid pile of rock, rich in pinnacle and buttress; *Lliwedd* (2947 ft.), the long craggy ridge running E.S.E., with a rock-wall especially famed; and *Yr Aran* (2451 ft.), the outlying S. peak, forming a spur towards Beddgelert. Between these mountain walls are seven distinct cwms, or hollows, of which *Cwm Dyli* and *Cwm Glas* (separated by Crib Goch) are the most imposing in depth and grandeur. The razor-edge ridges are only partly negotiable by paths. In spite of its name Snowdon is far below the snow-line, and the summit is generally free from snow between April and October, though considerable drifts may linger in the gullies until early summer. *Clogwyn-y-Garnedd-y-Wyddfa*, the precipice below the cairn of Snowdon, a celebrated 'course' for rock-climbing, is the refuge also of rare plants and ferns.

History. Snowdon is not connected with any great outstanding event in Welsh history, though it seems to have been held in veneration among the British. The giant Rhita, or Rhitta Fawr, King Arthur, and Vortigern are all connected with Snowdon in Celtic folklore; but the legends of Vortigern have mainly to do with the fortress of Dinas Emrys (p. 73). Giraldus (1147–1223) adorns his delightful description of the mountain with tales of two lakes "worthy of admiration," one of which was remarkable for a floating island (comp. p. 63), the other for its one-eyed fish; and he quotes a proverb to the effect that "As Mona could supply corn for all the inhabitants of Wales, so could the Eryri mountains afford sufficient pasture for all the herds." Llewelyn (d. 1282), the last free Prince of Wales, twice retreated hither before coming to terms with Edward I, who created the Royal Forest of Snowdon after the subjugation of North Wales. Thomas Johnson, the naturalist, ascended Snowdon in 1639; and Halley is said to have made astronomical experiments on the summit in 1697. An ascent from Llanberis is fully described by Pennant (1726–98); but a more adventurous 18th cent. climber was a Mr. Warner, who gained the summit viâ Cwm-y-Llan in 2 hrs. The mountain figures in the 'Prelude' of Wordsworth, who left "Bethgelert's huts at couching time" to witness sunrise from the peak; and its mists are well described in Watts-Dunton's 'Aylwin.'

The *View from the peak is of great extent, including the whole hill system of North Wales, a large expanse of sea, and no fewer than twenty mountain lakes or tarns. The ridges of the Snowdon group itself form, however, the most striking feature. The wild outlook from Snowdon is unrelieved by the rich valley scenery which adds grace to other mountain prospects in Wales and in the English Lake Country; we are here in a true fastness of rock, towering generally into mist; and compensation must be found in the happy glimpses which are sometimes vouchsafed by a sudden dispersal. To the N.W. the whole of Anglesey projects, with a singular aspect of dead flatness, into the Irish Sea; and the bright thread of the Menai Straits is seen to be broken by the bridges near Bangor. Due N., some 5 m. distant, is the much-quarried pyramid of Elidyr Fawr, overlooking a strip of Llyn Padarn (l.). A little to the right the twin Glyders, in the foreground, with the peak of Y Tryfan looking over the saddle between them, mask somewhat the loftier Carnedds, 8–9 m. distant. Next, to the right of Crib Goch, in the foreground, we look down Cwm Dyli, sharply contrasted with the cliffs of Lliwedd, and over Llyn Llydaw to the bare slopes drained by the Gwryd, which falls into the Llynau Mymbyr above Capel Curig. The long Clwydian range (from Ruthin to Rhyl) forms an undulating horizon. Moel Siabod (dwarfed from this aspect) stands due E., masking Bettws. The hollow of Cwm-y-Llan, to the right of Lliwedd, gives a grateful glimpse

of green in the vale of Gwynant; in the distance are Cynicht and Moelwyn. Between these hills, in the far distance are seen (from left to right) the Berwyns, Arenig Fawr, and the Arans. To the S., beyond the broad expanse of Traeth Mawr, is Harlech Castle (on the left the Rhinogs; on the right, Cardigan Bay), and farther off is the long ridge of Cader Idris. Nearer, just on the right of the peak of Yr Aran rises Moel Hebog (S.S.W.); and in the same range, farther to the right, are Y Garn and Mynydd Mawr, allowing a glimpse of Llyn Nantlle Uchaf between them. Beyond Y Garn is the triple peak of the Rivals. A small strip of Llyn Quellyn, nearer, is visible. Finally, to the N.W., the comparatively smooth slopes of Moel Cynghorion, Moel Goch, and Moel Eilio, spurs of the Snowdon range, complete the circle. The Irish (Wicklow) mountains are rarely seen 80–90 m. W.; the Cumbrian hills 90–100 m. N.N.E.; and the Isle of Man 80 m. N.N.W.

Ascent of Snowdon.

Snowdon is ascended by a Mountain Railway from Llanberis and by five safe and well-marked Pedestrian Tracks, beginning at various points round its base. Of these, which are described below, the finest and steepest are the *Gorphwysfa Path* (3 hrs.; p. 79) and the *Cwm-y-Llan Route* (Sir Edward Watkin's Path, 4 hrs.; p. 80). The *Beddgelert Track* (4 hrs.; p. 80), with which the *Snowdon Station Path* (2½ hrs.; p. 81) is identical for most of the ascent, and the *Snowdon Ranger Path* (3 hrs.; p. 81) afford fine views of the lesser-known W. escarpments. The *Bridle-Path from Llanberis* (2–3 hrs.; p. 79) is the easiest and dullest ascent. — It is of course a usual plan to ascend by one route and descend by another; in that case the less steep route should be chosen for the descent.

For these recognized ascents guides are unnecessary in clear weather, but it should be remembered that Snowdon is noted for its sudden mists and that portions of the group are perilously precipitous and craggy. Inexperienced hill-climbers will be ill-advised to stray far from the paths, especially on the N. and E. faces. Expert cragsmen find abundance of first-class work on the great cliffs of Lliwedd (N. face), the buttresses of Y Wyddfa (E. face), in Cwm Glas, and on the 'pinnacles' of Crib Goch.

On the summit of Snowdon are the Snowdon Summit Hotels (licensed), two simple structures, where meals and beds may be had (S., R., & B. 10/, tea 1/6). The telegraph-office and letter-box, close by, are chiefly used by railway visitors.

A. Snowdon Mountain Railway from Llanberis to (5 m.) the summit of Snowdon in 65 min. (up 3/6, down 2/6, return 5/). This narrow-gauge rack-and-pinion line, with a maximum inclination of 1 in 5½, was opened in 1896 and is worked by steam. It ascends the longest spur of Snowdon, on the least interesting declivity, and, though convenient, it adds nothing to the beauty of the landscape.

At the refreshment-room of the lower terminus intending passengers should ascertain by telephone whether the prospects of a view from the summit are favourable or the reverse. Except in the fairest weather the peak of Snowdon is rarely free from mist.

A sharp ascent begins soon after the train leaves the station, and we cross a viaduct with a good view of the Ceunant Mawr falls (see p. 75). Beyond the station of (1 m.) *Waterfall* the Ceunant Bach Fall (p. 75) is seen on the right. After passing (2 m.) *Hebron* the railway begins to ascend the long N. spur of Snowdon, sharing the name of *Llechog* with another ridge (comp. p. 80), and crosses the bridle-path from Llanberis, whence Moel Eilio and Moel Goch, on the right, are more conspicuous. — Beneath (3 m.) *Halfway Station* (1600 ft.; halt), also on the right, is the deep valley of *Cwm Brwynog*, 'the combe of rushes,' with its amphitheatre of cliff. — The

bridle-path is recrossed just beyond (4 m.) *Clogwyn* (2521 ft.), and we look down momentarily (l.) into the precipitous gorge of *Cwm Glas Bach*, with glimpses of the Pass of Llanberis and the Glyder range on its far side. — Curving to the right to ascend a slope above the cliffs of *Clogwyn-du'r-Arddu*, 'the black precipice,' with the tarn of *Llyn-du'r-Arddu* at their foot, the line now affords a fine view extending as far as Anglesey. It then crosses the Snowdon Ranger path (3200 ft.), and mounts the comparatively gentle declivity of the saddle. — 5 m. *Snowdon Summit Station* lies just below the cairn.

B. The broad track of the Bridle-Path from Llanberis, 5 m. in 2–3 hrs., never diverges far from the railway (see above) and a guide is quite needless. Ponies are sometimes hired. From the Victoria Hotel we follow the Ceunant Mawr route (p. 75) for 300 yds., then diverge to the left. Two refreshment-huts (at 1750 ft. and 2153 ft. respectively) break the monotony of the long climb to the saddle, whence fine views open on every hand. A detour on the left beyond the second railway crossing (2550 ft.) leads to the cliff edge, with splendid views of Cwm Glas, perhaps the finest prospect on Snowdon. The ridge higher up, on which our path is joined by the Snowdon Ranger track (r.) and the Gorphwysfa track (l.), is *Crib-y-Ddysgl* (see p. 77) with a razor-edge extending E. to Crib Goch (for mountaineers only). The waters of Glaslyn and Llyn Llydaw are well seen as we climb hence to the summit in ¼ hr. more.

An alternative ascent from Llanberis (trackless) may be made by following the stream up Cwm Brwynog to a point (just below the halfway station of the railway) where it bends sharply to the left. Hence a sharp scramble due S. brings us on to the Snowdon Ranger path at *Bwlch Cwm Brwynog* (p. 81).

C. Ascent of Snowdon by the Capel Curig or Gorphwysfa Path. This route, the finest recognized ascent, though sometimes named after Capel Curig as a chief tourist-centre, begins at the *Gorphwysfa Hotel* (p. 72), 5 m. from Capel Curig, on the Llanberis road, and reaches the summit thence in 2½–3 hrs. The path diverges to the left from the Llanberis road just E. of the hotel and ascends gradually, winding around the spur of *Pen-y-Llan*, on the right, and past the small tarn of *Llyn Teyrn* (1237 ft.), on the right, into the magnificent hollow of *Cwm Dyli* (pronounced 'duli'). Here, surrounded by cliffs on all sides but the E., lies the striking upland lake of **Llyn Llydaw** (1420 ft.), more than 1 m. in length, dominated at its head by the great N. precipice of *Lliwedd* (2947 ft.; p. 77). We cross the lake near its N.E. end by a causeway. The rough track skirts the N.W. shore for c. ½ m., then turns sharply to the right, and breasts the hill, passing some old copper-workings (periodically opened and abandoned) near the smaller tarn of Glaslyn (1970 ft.). We are now immediately at the foot of the great central peak of *Y Wyddfa*, which rises almost sheer from the tarn, in the

cliffs of *Clogwyn-y-Garnedd*. The cart-track ends at a second mine-working, but we climb by a rough steep path ascending in zig-zags to the dip (3258 ft.) between Y Wyddfa and Crib-y-Ddysgl, where we strike the bridle-path from Llanberis. Turning to the left we reach the summit in ¼ hr. more.

The Upper Path, now little used and indistinct, diverges from the preceding about ¼ m. above Gorphwysfa Hotel and zig-zags up the hill, between two small peaks. It then winds along the base of the Crib Goch ridge, high above Llyn Llydaw, and rejoins the above route c. ¼ m. beyond Glaslyn. — The so-called 'Donkey's Path' or 'Pig Track' (perhaps 'Pixies' track'; but comp. p. 119), diverging on the right by a wall, just above the hotel, joins the Upper Path above Llyn Llydaw.

D. Ascent of Snowdon by the Cwm-y-Llan Route, 5½ m. in 3½–4 hrs. from Beddgelert. Beyond the upper slate quarries the track was constructed by Sir Edward Watkin, then proprietor of this part of Snowdon. — *Beddgelert*, see p. 82. The route diverges from the Capel Curig road at (3 m.) a point a little beyond a chapel ('Bethania') on the left, and just short of a bridge over the Glaslyn. Thence we follow the by-road ascending the beautiful *Cwm-y-Llan*, and when (5 min.) the road forks we hold to the narrower and rougher branch on the left, which mounts beside a fine cataract-sequence on the stream to our right. In c. ½ hr. more we cross the stream near a quarry and a ruined house (900 ft.; 2 hrs. from Beddgelert), 5 min. beyond which is (l.) a rock (inscription) from which Gladstone, in his 84th year (1893), addressed a large gathering upon 'Justice to Wales.' The cart-track ends ¼ hr. farther on at a second disused quarry, and, with the summit in view, Sir Edward Watkin's path now begins to ascend the long S.W. slopes of Lliwedd (p. 77). As we approach the ridge a short detour to the right discloses a sudden and magnificent view from the edge of the precipice looking into Cwm Dyli (p. 77), together with the N. 'twist' of Lliwedd above Llyn Llydaw. The narrow saddle between Lliwedd and Y Wyddfa is **Bwlch-y-Saethau*, 'the Pass of the Arrows,' a traditional burial-place of King Arthur. The ridge presently broadens (fine view of Glaslyn in the crater below us on the right), and we zig-zag up the rocky cone of Y Wyddfa, striking the Beddgelert track (see below) just below the summit.

E. Ascent of Snowdon by the Beddgelert Track viâ Pitt's Head, 6 m. in c. 4 hrs. *Beddgelert*, see p. 82. The path, quitting the main Carnarvon road at (2¾ m.) *Pitt's Head*, runs upward (r.), past the farm of *Ffridd Uchaf*, and is joined (3½ m.) by the path from Snowdon Station (see p. 81). Here we turn right through an iron gate (c. 1100 ft.) and climb rather gradually N.E. over open fell to the W. extremity of the southern *Llechog* ridge (comp. p. 78). — Where the track has faded a line of small cairns marks the way. — Passing sheepfolds and a cairn where a tourist perished in a snow-storm in 1859, we gain the edge of the precipitous N. face

of Llechog (2388 ft.) and look down into the tarns of Cwm Clogwyn (see below), while behind us are fine views of Moel Hebog, Y Garn, and Mynydd Mawr, with the upper Nantlle lake. — As we advance along the cliff-edge the right-hand slope grows steeper in its turn, and the ridge narrows into the rocky and splendid razor-edge of **Bwlch-y-Maen*, 'the stony passage' (3056 ft.), with a good and safe path, perhaps trying to some walkers in a high cross-wind. Here we look down into Cwm Clogwyn (l.) and Cwm-y-Llan (r.) before the path broadens and is joined by Sir Edward Watkin's path (see p. 80) on the right, just below the summit.

An alternative route over *Yr Aran* (p. 85) joins the Beddgelert and Snowdon Station tracks just short of Bwlch-y-Maen.

F. Ascent of Snowdon from Snowdon Station, 3½ m., track in c. 2 hrs., a favourite, though (until the saddle is reached) not a particularly interesting route. — *Snowdon Station*, see p. 82. We ascend by the quarry road crossing the railway just N. of the station, and presently join (1 m.) the track from Pitt's Head and Beddgelert. Thence to the summit, see above.

G. Ascent of Snowdon from Quellyn Lake, 4 m., bridle-path, in 1½–2 hrs. Since the closing of the Snowdon Ranger Hotel (p. 82) this track has been but little used. — *Quellyn Lake*, see p. 82. The bridle-path (faintly marked in places) ascends in steep zig-zags from the station to the fork (1250 ft.) where the track for Llanberis diverges on the left (p. 76). — We continue along the S. slopes of Moel Cynghorion, avoiding the marshy ground in *Cwm Clogwyn*, where five tarns cluster. — The pass of *Bwlch-Cwm-Brwynog* (2100 ft.) brings us on to the broad shoulder of the mountain, and by diverging slightly to the left we may look down the precipitous N. face of Clogwyn-du'r-Arddu (p. 79). — Farther on, we cross the mountain railway and join the Llanberis track, ¼ hr. below the summit, see p. 80.

17. FROM CARNARVON TO SNOWDON STATION AND BEDDGELERT

16¼ m. L. & N.W.R. to (3¼ m.) *Dinas Junction*; thence Narrow Gauge Railway to (9¾ m.) *Snowdon Station*; and thence Motor Omnibus thrice daily viâ (3¼ m.) *Beddgelert* to *Portmadoc*. — Motor Coaches run from Carnarvon to Beddgelert thrice daily in summer (Sun. & Thurs. excepted; 1/6 single, 2/6 return); and the coaches 'round Snowdon' (see p. 72) also pass Beddgelert.

The Road from Carnarvon to Beddgelert (13 m.) passes (¾ m.; l.) *Llanbeblig Church* (p. 62) and after crossing (2 m.) the Llanberis railway (p. 74) begins a long ascent, passing the wireless station of *Bryn Bras* (l.; comp. p. 74). — From (4½ m.) *Waen-fawr* (p. 82) we have a good retrospective view of Carnarvon Castle. Thence to (9½ m.) *Snowdon Station* the road closely follows the railway route below. — 13 m. **Beddgelert** (p. 82).

Carnarvon, see p. 59. To (3¼ m.) *Dinas Junction*, see p. 63. Here we change for the N. Wales narrow-gauge railway, which

ascends E. with good views of the Rivals and Menai Straits. — Beyond (5½ m.) *Tryfan Junction*, connected by a branch-line with (2¼ m.) *Bryngwyn*, a slate-quarrying centre, we ascend the pretty valley of the *Gwyfrai*, and at (7 m.) *Waen-fawr* we join the main road. — 8 m. *Bettws-Garmon*. On the left rises Moel Eilio (p. 76) and on the right *Mynydd Mawr* (2290 ft.), a fine view-point, buttressed on the N. by the cliffs of *Craig-Cwm-Bychan*. — Through wilder scenery we reach (r.) the fine mountain mere of *Llyn Quellyn* or *Cwellyn* (463 ft.; trout and char fishing), about 1¼ m. long, on the farther side of which the bold crag of *Castell Cidwm*, the 'wolf's castle,' rises sheer from the water. Road and railway skirt the N.E. shore.

11 m. **Quellyn Lake Station** was formerly called *Snowdon Ranger*, from the house of a ranger or mountain-guide, as explained in Borrow's 'Wild Wales.' There is a good view of Snowdon and especially of Yr Aran, its S. peak, but this is decidedly the least impressive side of the mountain. The former Snowdon Ranger Hotel is now a small monastic establishment.

Ascent of *Snowdon* from Quellyn Lake, see p. 81.

Beyond the lake we enter a glen with a waterfall (l.). The railway ascends, with frequent curves, to (13 m.) *Snowdon Station* (626 ft.; small inn and railway buffet), its terminus, finely situated near the hamlet of *Rhyd-ddu*, at the W. foot of Snowdon.

From Snowdon Station we may explore the interesting, if not very lofty, range of rocky hills (sometimes known as the 'Red Cairns') running S.W., with a striking chain of cliffs overlooking the vale of Nantlle (p. 63). Leaving the Nantlle road at (½ m.) the first right-angled bend, the track leads straight on up the steep grassy slopes of *Y Garn* (2080 ft.; to be distinguished from Y Garn of the Glyder group), and thence viâ *Trum-y-Dhysgl* (2329 ft.) to the crowning, but apparently nameless, height (2408 ft.) which rises above the cliffs of *Craig Cwm* and two small tarns. Farther on rises *Carnedd Goch* (2301 ft.), the 'red cairn' par excellence.

Ascent of *Snowdon* from Snowdon Station, see p. 81; to *Nantlle*, see p. 63.

The Road (3¾ m.) from Snowdon Station to Beddgelert ascends for c. ¾ m., passing the tarn of *Llyn-y-Gader* (598 ft.). — Nearly opposite (1 m.) *Pitt's Head*, a solitary rock with a supposed resemblance to the statesman's profile, the Beddgelert track up Snowdon ascends on the left. We are now at the crest of the low pass (651 ft.), from which the road, skirting the *Colwyn*, drops over 500 ft. in 2½ m. to Beddgelert. On the descent we pass the rock (l.) known as *Llam Trwysgwl*, the 'clumsy step' of a giant who made a maladroit leap to the farther bank of the river and formed a bridge by his fall. Snowdon becomes masked by the foothills of Yr Aran, but Moel Hebog presents a fine escarpment on the right.

BEDDGELERT (1213 inhab.; 125 ft.), perhaps the most delightful village in Wales, is famed for its sylvan and pastoral situation, at the confluence of two clear mountain streams, the Colwyn and the Glaslyn, in a basin amid rocky heights

and wind-swept fells. Although the summer bustle of coach and tourist traffic is considerable the place (with its capital hotels) retains the air of a village, and it is the centre for many delightful excursions.

Hotels. *Royal Goat, 200 yds. outside the village on the Portmadoc road, an old-established house; R. from 4, D. 4 6, pens. from 4 gs. per week; Saracen's Head, pens. 10/, Prince Llewelyn both in the village.

Motor Coaches run in summer to *Pen-y-Gwryd*, *Llanberis*, *Capel Curig*, *Bettws-y-Coed*, and *Carnarvon*. Other services meet the trains at *Portmadoc* (p. 117) twice daily and at *Snowdon Station* (p. 82) three times daily. *Penrhyndeudraeth* Station (p. 117) also may be reached by motor-coach.

Fishing (salmon and trout) in the Glaslyn and Colwyn streams, and in lakes Dinas, Gwynant, Gader, Quelyn, and Ystradlyn.

Guides for rock-climbers and for walkers may be obtained on enquiry at the hotels.

Beddgelert (pron. 'Bethgelert') is 'the grave of Gelert,' or Celert, the hero of a local legend first made familiar by the verses of the Hon. Wm. Spencer in 1800. Gelert was the hound of Prince Llewelyn, who, departing for the hunt, left him one day in charge of his infant son. Returning to find the child missing, the cradle in disorder, and Gelert with bloodstained muzzle, the prince slew the dog with his sword. Presently, however, the boy was found safely sleeping, and beside him a dead wolf slain by the faithful Gelert. Variants of this simple tale are widespread; and a MS. of 1592 mentions a Princess of Llewelyn ap Iorwerth who brought with her from England a stag-hound named Kill-Hart, afterwards gored to death by a stag who perished at his side. The reputed grave of Gelert (with stones erected by a landlord of the Goat in the 18th cent.) is beneath an ash-tree in a meadow ¼ m. S. of the village, and is reached by a footpath from the hotel. The 13th cent. *Church* of Beddgelert was formerly the chapel of a small Augustinian priory founded by Llewelyn the Great. It has a graduated E. triplet, and a good arcade between the nave and its N. chapel.

Although Beddgelert is not an important centre for rock climbers, its neighbourhood affords opportunities of good rough scrambling in most directions, *e.g.* among the hills of the 'Red Cairns' (p. 82). The pleasant short ascents (good views) of *Craig-y-Llan* and *Moel-y-Dyniewyd* (800–1000 ft.), to the S.E., may be made by those for whom the longer ascents described below have no attraction.

Excursions. The principal walk is that through the **Pass of Aberglaslyn* to *Pont Aberglaslyn*, 1½ m. S. by the Portmadoc road (p. 73). — This may be extended into a longer round of remarkable beauty (9½ m. in all) by following the Old Ffestiniog road to (3 m.) *Bwlch Gwernog* (p. 85) and there diverging by a lane on the left to ascend the pretty wooded valley of the *Nant-y-Mor*. Just short of (5¼ m.) a chapel at the head of this valley (whence a track leads on the right to the picturesque tarn of *Llyn Llagi*, 1238 ft.) we obtain a sudden and striking view of the Snowdon range, the crowning peak being particularly well seen above the hollow of Cwm-y-Llan. In 1½ m. our lane joins (6 m.) the main road in the Vale of Gwynant, a little to the N.E. of *Llyn-y-Ddinas*, and we turn to the left for (9 m.) Beddgelert. This round may be shortened by c. 1 m. by diverging to the left just short of the above-mentioned chapel, and following a track (barely marked in places) which joins the main Nant

Gwynant road to the S.W. of Llyn-y-Dinas. — From Llyn Llagi (see p. 83) good walkers may push on, keeping the stream on the right, to *Llyn-yr-Adar* (1874 ft.), and return thence across the top of Cynicht, as described on p. 85. — Charming walks may be taken also in the beautiful *Nant Gwynant* (p. 72), where a cart-road, affording fine views of Moel Siabod (p. 70) in front, and Snowdon on the left, ascends the S. bank of the stream for c. 1½ m., before crossing to join the main road.

From Beddgelert to Feestiniog. A. By the Main Road, 13¾ m. We follow the Portmadoc road (p. 73) to (1½ m.) Pont Aberglaslyn. Crossing the bridge the main road descends S. along the E. side of the Traeth Mawr (p. 74), commanding pretty views of the valleys on the left and a magnificent retrospective view of Snowdon. At (5¾ m.) the cross-roads at *Pen-y-Gyffiniau*, just beyond the Brodanw Inn, a rough and hilly road strikes off on the left for Tan-y-Bwlch station (2¾ m.; p. 118) and (3¾ m.) the Tan-y-Bwlch Hotel. The main carriage-road, however, goes straight on to (7¼ m.) *Penrhyndeudraeth* (p. 117), where we turn to the left to ascend the Dwyryd valley. 10¾ m. *Tan-y-Bwlch Hotel*, and thence viâ (11½ m.) *Maentwrog* (p. 102) to (13¾ m.) *Ffestiniog*, see p. 102. — B. By the Old Road, 11 m. This route is recommended to pedestrians to Tan-y-Bwlch, whether or not they combine with it the ascents of Cynicht and Moelwyn. To (3 m.) *Bwlch Gwernog*, see p. 83. Thence we proceed due E. by a tangled route very difficult to discover. About 1½ m. farther Cwm Croesor (p. 85) opens on our left. 8 m. *Tan-y-Bwlch Station* and thence to (11 m.) *Ffestiniog*, see p. 118.

From Beddgelert to *Capel Curig* and *Betws-y-Coed* and to *Portmadoc*, see Rte. 15; to *Llanberis*, see p. 71.

Ascents from Beddgelert

Snowdon (3560 ft.; see p. 76) may be ascended from Beddgelert by two principal routes: the *Beddgelert Track* viâ Pitt's Head (see p. 80), and the *Cwm-y-Llan Route* or *Sir Edward Watkin's Path* (see p. 80). Of these the latter is incomparably the finer; and a good plan is to ascend by this route and descend by the other.

Moel Hebog (2566 ft.), 'the bare hill of hawks,' a traditional refuge of Owen Glendower and the nearest considerable mountain to Beddgelert, is easily ascended in 2 hrs. The track leaves the Carnarvon road ¼ m. N. of Beddgelert, crossing a bridge over the Colwyn, and ascends beside a tributary brook, past a farm. It is afterwards marked by a line of cairns; and our way lies up the steep right-hand slope of a shallow cwm, avoiding a lower path which seems more inviting. The summit, at first hidden, is seen from a false top on the crest of the ridge, and is reached thence by a rather rough scramble. From the huge flat crown of Hebog (no cairn) the *View to the N. is restricted by the mass of Snowdon, but towards the S.W. the hill overlooks finely the long expanse of the Lleyn peninsula (p. 120) with the Rivals (p. 122), while to the S. stretches Cardigan Bay, with Harlech Castle and the mountain chain stretching from Cynicht to the Rhinogs. Cader Idris, beyond, forms a long ridge on the horizon. The chief beauty of the prospect is, however, the vista looking N.E. up Nant Gwynant (p. 72), a rich green valley in striking contrast with the nearer Nant Colwyn. A pleasant descent may be made by the easy S.W. slopes to (1¼ hr.) the farm of

CARNARVON
Pont Rhythallt
Llanberis
Llyn Padarn
Llyn Peris
Llyn Ogwen
Llyn Cwellyn
Llyn Dinas
Llyn Gwynant
Llyn Dinas
Llyn Dinas
Llyn Dinas

Tal-y-Llyn and *Llyn Cwm Ystradlyn*. Thence to Criccieth, see p. 119.

Cynicht (2265 ft.) and MOELWYN (2527 ft.), although no giants, are shapely hills, well seen from the S. side of the Pass of Aberglaslyn. They rise side by side, roughly midway between Beddgelert and Ffestiniog, and are best ascended from the former or from Maentwrog (p. 103). Good walkers may ascend both hills and descend to Ffestiniog or return to Beddgelert in c. 6–7 hrs. Cynicht, in reality a long narrow ridge, presents the appearance, when viewed end-on from the S.W., as from near Portmadoc, of a sharp peak, resembling the Matterhorn in miniature. The track ascends from *Bwlch Gwernog* (3 m. from Beddgelert, see p. 83), and crosses a rough moorland, from which we overlook the glen of *Cwm Croesor*, separating Cynicht from Moelwyn. The long shoulder of the former hill, narrowing as it ascends, is at one point blocked by a crag. Passing below this, on the right, we continue the ascent by a kind of rocky stairway, precipitous on one side but not dangerous, which brings us in a few minutes to the summit (fine views). Those bound direct from Beddgelert to Moelwyn (omitting Cynicht) follow the old Ffestiniog road for ½ m. more, crossing the foot of Cwm Croesor, and then ascend by the shoulder of *Braich-y-Parc*, reaching the summit about 1¾ m. farther. — To reach Moelwyn from Cynicht (a full hour's walk), a detour should be made round the head of the deep *Cwm Croesor* (1700 ft.). — The descent from Moelwyn to Ffestiniog may be made viâ *Llyn Trwstyllon* and *Tan-y-Grisiau* (p. 118). The quarry road down Cwm Croesor is the best avenue of descent to Beddgelert. From Cynicht climbers may return to Beddgelert viâ *Llyn-yr-Adar* (1874 ft.), below the N. spur, and *Llyn Llagi*, ½ m. lower on the hillside. Thence to Beddgelert, see p. 83. Descent from Moelwyn or Cynicht to *Maentwrog*, see p.103 .

YR ARAN (2451 ft.), the S. peak of the Snowdon group, 2½ m. N.N.E. of Beddgelert, affords an attractive climb of 1½–2 hrs. A cart-road, diverging to the left from the Capel Curig road just below (1½ m.) *Llyn-y-Ddinas* (p. 73) and ascending to the farm of *Hafod-y-Boeth* is continued a little farther by a rough track. The whole long hillside is now visible in front, and the summit is gained in about an hour. The semi-isolated situation of Yr Aran makes the view of the other Snowdon peaks impressive, and the long vistas of the Gwynant, Glaslyn, and Gwyfrai valleys afford happy perspectives, the last-named giving a glimpse of Carnarvon Castle and Anglesey. Most walkers will go on to the top of Snowdon along the ridge of *Bwlch Cwm-y-Llan* (safe path); but there is a pleasant alternative descent to Beddgelert over *Craig Wen*, a rocky spur to the S.W.

18. FROM RUABON TO LLANGOLLEN, DOLGELLEY, AND BARMOUTH

54½ m. G.W. AND CAMBRIAN RAILWAYS in c. 2½ hrs. (15/5½, 7/11); to *Llangollen*, 6¼ m. in 15–20 min. (1/9, 10½*d.*); to *Dolgelley*, 45¼ m. in 2 hrs. (13/1½, 6/7) -- From Chester to Barmouth by this route, 71¼ m. in 3½ hrs. (20/3½, 10/4½); from Shrewsbury, 80 m. in c. 3¾ hrs. (21/11/7). Through carriages run from Manchester (Exchange) and Birkenhead (Woodside) viâ Chester; from London (Paddington) and Birmingham (Snow Hill) viâ Shrewsbury.

This line traverses some of the most beautiful valley scenery in Great Britain, especially for a few miles beyond Llangollen, and again from Llanuwchllyn onwards. The best views are on the left as far as Llangollen, on the right thence to Llanuwchllyn, on the left thence to Dolgelley, and on the right (*Mawddach Estuary) between Dolgelley and Barmouth.

ROAD, 57 m. 6 m. **Llangollen** (p. 92). — 16 m. *Corwen* (p. 87). — 29 m. **Bala** (p. 97). — 47 m. **Dolgelley** (p. 103). — 49 m. *Llanelltyd* (p. 106). — 57 m. **Barmouth** (p. 111).

Ruabon, see p. 37. — About 1 m. S.W. of the station we diverge to the W. from the G.W.R. main line, and enter the Dee valley. For the first two or three miles our line runs through the Denbighshire coalfield, and the country is scarred also by many quarries. Beyond (1½ m.) *Acrefair* (pron. 'Akryvire'), with important chemical and engineering works, we have a view (l.) of the railway viaduct on the main line (p. 37) and of the aqueduct of *Pont-y-Cysylltau* (built by Telford in 1795–1805), which carries the Shropshire Union Canal (p. 40) across the valley of the Dee at a height of 126 ft. — At (2½ m.) *Trevor* we quit the coalfield and obtain a beautiful view of the *VALE OF LLANGOLLEN, the valley of the Dee below Llangollen, described by Ruskin as "a true valley between ranges of grandly formed hills," and "entirely lovely in its gentle wildness."

6¼ m. **Llangollen,** see Rte. 19.

Beyond Llangollen the railway continues to ascend the charming valley of the Dee. As it crosses the river we have a glimpse of the Valle Crucis glen (p. 94) on the right; and above this the river swirls through a deep trough in the slate rocks. — 7¾ m. *Berwyn* (Chain Bridge Hotel) is one of the most delightful spots on the Dee, here crossed by the King's Bridge and, a little lower, by the older Chain Bridge. A lane leads N.W. from the latter to (c. ¼ m.) *Llantysilio Church*, in a lovely situation above the Dee, which below the church is crossed by a horseshoe weir, at the intake of the picturesque Llangollen branch of the Shropshire Union Canal.

The church, which seems to date from Norman times, has a typical Welsh roof with special treatment in the sanctuary, a good 15th cent. font, and some 14th cent. glass. Robert Browning was a worshipper here in 1886, a fact recorded by a brass on the S. wall, placed by Lady Martin, who is herself commemorated by a cenotaph in a modern chapel, N. of the chancel. Sir Theodore (d. 1909) and Lady Martin (Helen Faucit, the actress; d. 1898) lived for many years at *Bryntysilio*, the mansion almost opposite the church. At the E. end of the churchyard is the grave of Sir George Osborne Morgan (d. 1897). To the N.E., across the rugged little ridge of *Braich-y-Gwynt*, lies (1 m.) Valle Crucis Abbey (p. 94).

Moel-y-Gamelin (1897 ft.), or *Moel Gamelyn*, the highest summit of the group known as *Llantysilio Mountain*, rises to the N.W. of Berwyn. The usual ascent follows the lane passing the church to (1¼ m.) the village school, where we keep to the right. Passing through a gate we take the unfenced track on the right, up the open hill-side. Beyond a prominent white farm we bend to the left, skirting a slate-quarry, and thence take our own line to (2¾ m.) the top, which commands an extensive and beautiful view. For the descent to Valle Crucis, see p. 96. — A better view of the vale of Llangollen is commanded by *Moel Morfydd* (1804 ft.), 1¼ m. S.W., easily reached in c. 1 hr. from Moel-y-Gamelin by crossing the intermediate summit of *Moel-y-Gaer*, crowned by a British fort. From Moel Morfydd we may descend to the valley on the S. by steep but cragless slopes and thence follow a cart-track and lane (r.) leading to (1–1½ hr.) the bridge near Glyn Dyfrdwy station (see below).

From Berwyn to *Llangollen* by road or canal, see p. 93.

From the railway Moel-y-Gamelin and Moel Morfydd (see above) are conspicuous in the background, on the right. The river describes a loop of nearly 3 m. round the Rhysgog promontory, in a scene which is still of great sylvan beauty in spite of extensive timber-felling during the War, while the railway traverses the neck of the peninsula in a tunnel about ½ m. long. As we emerge from the tunnel, with the river immediately below us, we enter Merionethshire.

Merionethshire, which stretches hence to the sea, was the *Mervinia* of the Romans, and derives its name from *Meirion*, an undistinguished grandson of Prince Cunedda (5th cent.). Giraldus observes that 'Merionyth is the roughest and rudest district in all Wales; the ridges of its mountains are very high and narrow, terminating in sharp peaks, and so irregularly jumbled together that if the shepherds conversing or disputing with each other, from their summits, should agree to meet, they could scarcely effect their purpose in the course of the whole day.' The finest scenery, of mingled pastoral and mountain landscape, is to be found in the neighbourhood of Dolgelley and of Machynlleth; and in the Arans and Cader Idris, and to a less degree in the Rhinogs, Merionethshire possesses mountain groups second only to those of Carnarvonshire. The only harbours on the long coast-line are those at Barmouth and Aberdovey. Except around the slate-quarries in the N., the county is mainly agricultural and pastoral, and Welsh ponies are extensively bred. Harlech Castle is the chief point of antiquarian interest.

11½ m. *Glyn Dyfrdwy* (Berwyn Arms; Sun Inn), an anglers' resort, was included in the patrimony of Owen Glendower (1359–1416 ?). One of his strongholds is said to have occupied the wooded mound 1½ m. farther on, near the river bank. Between this point and Corwen the scenery is less striking; the Berwyns rise abruptly on the left. — 13½ m. *Carrog* is connected with *Llansaintffraid Glyn-Dyfrdwy*, 'the church of St. Bride in the glen of the sacred stream,' by a fine stone bridge of 1660.

16¼ m. **Corwen** (*Rfmts.; Owen Glyndwr*, old-established; *Crown; Feathers; Harp*), a small market-town (2856 inhab.) and angling centre on the right bank of the Dee a little below its confluence with the Alwen, is overshadowed on the S. by a steep wooded hill (20 min.; view). Corwen was Glendower's headquarters, and it was here that he assembled his forces before the battle of Shrewsbury (p. 128). The much restored parish church (partly of the 13th cent.) contains a curious raised monumental slab (14th cent.) to a former vicar, an interesting roof in the nave, and a clumsy Norman font.

On the outer lintel of the priest's doorway (S. chancel) is an incised dagger, 'Glendower's Sword,' said to mark the point of impact of a weapon thrown by the hero from the hill above in a moment of anger with the townsfolk (there is, however, another dagger-mark on an 8th cent. cross in the S.W. corner of the churchyard). On the opposite side of the river is the hill of *Caer Drewyn*, with a stone rampart ½ m. in circumference, perhaps originally of the Bronze Age, and one of the finest relics of its kind in Wales. The 'Corwen Preserve,' a stretch of 12 m. on the Dee, affords fishing for trout, grayling, a few salmon, and coarse fish.

From Corwen to Bettws-y-Coed, 22½ m., motor-coach of the G.W.R. twice daily on week-days in summer in 2¼ hrs. (2/10); in winter to Cerrig-y-Drudion in 1 hr. (1/8). This comparatively remote section of the great Holyhead road traversing an undulating and somewhat monotonous region, with occasional magnificent views, is more interesting to the cyclist than the pedestrian. Crossing the Dee W. of Corwen it ascends the valley of the Alwen to (4½ m.) *Maeráy* (Goat Inn), where it enters the valley of the *Geirw*. At (6 m.) *Pont-y-Glyn*, on the left, is a picturesquely set single-arched bridge, 50 ft. above the broken course of the river. On the right, c. 3 m. farther on, is the British camp of *Pen-y-Gaer*, where Caractacus (Caradoc) is said to have been betrayed to the Romans by Cartismandua, queen of the Brigantes, after his final defeat by capula in 51 A.D. (comp. p. 149). The village of (10 m.) **Cerrig-y-Drudion** (*Saracen's Head; White Lion; Queen's*), with its picturesque group of almshouses founded in 1717, lies on a loop off the main road (r.). The name, sometimes wrongly written 'Druidion,' means 'the stone of the brave men' and does not refer to Druids. Built into the E. gable of the little church, which has two curious 'low-side' windows, is a small niche, with a Crucifixion. A by-road hence leads N. to *Pont Alwen* (3 m.) for the Alwen reservoir (p. 51). — For the next 4 or 5 m. the road passes through a dreary and desolate tract, which, however, is an effective foreground for a distant view of the Carnarvonshire mountains, one of the grandest in Wales and a good introduction to its glories for the traveller approaching from the English Midlands. Seen from Cerrig the panorama ranges (l. to r.) from Moel Siabod, past the two Glyders, Y Tryfan, the point of Y Foel Goch, and Braich Du, to the two Carnedds: whilst a mile or so farther on Snowdon comes grandly into view, with Crib Goch on its right and Lliwedd on its left. From the summit level (900 ft.) of the road we descend the valley of the *Merddwr*, a feeder of the Conway, losing sight of the mountains. — 15½ m. **Pentre Voelas** (*Voelas Arms*) is situated at the convergence of several roads, at the foot of wide grouse-moors. The *Levelinus Stone*, a pillar 8 ft. high, on a small mound in the vicinity, is supposed by some to mark the grave of Llewelyn ap Sysyllt, slain in 1021. The *Brochmael Stone* is preserved at Voelas Hall (2 m. W.). From Pentre Voelas to (16 m.) *Denbigh*, see p. 51.

The direct hill-road leading N.W. from Pentre Voelas to (8 m.) *Llanrwst* (p. 54) is shorter by 2½ m. than the valley-route viâ Bettws, and though rough and steep (highest point 1056 ft.) commands fine views. — Another by-road, diverging from the main road below Pentre Voelas, just after (1¼ m.) the Conway is crossed (see below), strikes on the left up the shallow valley of that river, to (3¼ m.) the secluded village of *Ysbytty Ifan*, which once belonged, as the name suggests (ysbytty = hospitium) to the Knights Hospitallers of St. John. In the rebuilt church are three alabaster recumbent effigies (15th and 16th cent.) of the Rhys family and a rude quadrangular brass plate (late 16th cent.). The by-road continues to skirt the Conway to (8 m.) *Pont-ar-Gonway* (1421 ft.; for *Llyn Conway*, comp. p. 57) and at (9 m.) *Ffynnon Eidda*, it joins the road from Bettws viâ Penmachno (p. 57). Thence to (13½ m.) *Ffestiniog*, see p. 99.

Beyond Pentre Voelas the main road crosses (16¾ m.) the Conway where its course makes a great bend from N.E. to W. and recrosses it a mile lower down, thenceforward descending the right bank, through a deepening glen of increasing loveliness. The view of the Lledr glen on the left, during the last two miles of rapid descent, with the bold and shapely peak of Moel Siabod in the background, is of striking beauty. Passing near the Conway Falls (comp. p. 57; notice-board) we reach the Waterloo Bridge and (22½ m.) *Bettws-y-Coed* (p. 56).

FROM CORWEN TO WREXHAM, *viâ* Bryn Eglwys and Llandegla, 20¾ m. This road is almost the same length as the main valley road *viâ* Llangollen, but traverses a much less interesting and beautiful region. We follow the Cerrig-y-Drudion road (see p. 88) for c. ½ m. W. of Corwen, and turn sharply to the right into the road for Ruthin and Wrexham, which skirts (left) the grounds of Rûg, once the abode of Owen Glendower and later a seat of the Vaughan family. The ancient but much restored *Rûg Chapel*, near the road, contains 17th cent. woodwork and wall-paintings. At (1¼ m.) the fork the Ruthin road diverges to the left; we keep to the right and cross the railway (see Rte. 10). After (3½ m.) entering Denbighshire, we ascend the vale of the little *Afon Morwynion* ('Virgins' stream') to (6¼ m.) *Bryn Eglwys*, a village on the N. side of the Llantysilio Mountain (p. 87). In the parish church is the Yale Chapel, once the property of the Yale family, and 2 m. farther on is *Plâs-yn-Yale*, their former residence, in which the father of Elihu Yale (p. 35) was born. About 2 m. farther on we cross the road from Llangollen to Ruthin (p. 97), beyond which is (11¼ m.) *Llandegla*, a village with a holy well once celebrated for its cures of epilepsy. For the road hence to Ruthin, see p. 53. We reach a height of 1085 ft. at four cross-roads, and then descend to (15¾ m.) *Bwlchgwyn* (Vronheulog), a quarry village which has recently become popular as a health resort. Near (17¼ m.) *Coed Poeth* we enter the colliery district. — 20¾ m. *Wrexham*, see p. 35.

From Corwen to *Denbigh* and *Chester*, see Rte. 9; to *Rhyl*, see Rte. 10; to *Llangollen* over the Berwyns, see p. 96.

Beyond Corwen the valley of the Dee, which increases in beauty as we ascend, is known as the *Vale of Edeyrnion*. The high road to Bala keeps to the S. side of the river, as far as Llandderfel, which can also be reached by a more direct road, 1½ m. shorter but less picturesque, on the N. side. — 18¼ m. *Cynwyd* (Prince of Wales) has an old bridge across the Dee, and, ¾ m. S.E., the cascade of the *Trystion*. From (21 m.) *Llandrillo* (Dudley Arms) a pleasant walk may be taken over Moel Sych (p. 43), the highest point of the Berwyns, to visit (3 hrs.; 7–7½ m.) Pistyll Rhaiadr (p. 42). The fine mass of Arenig Fawr (p. 100) comes presently into view in front, on the right. — We cross and recross the Dee before reaching (23¾ m.) *Llandderfel* (Bryntirion Inn), the church of which (15th cent.) on the opposite bank of the river, about ¾ m. from the station, has a good 15th cent. rood-screen, not quite of the usual Welsh type, which still retains one parapet of its former loft. The two singular wooden relics in the N. porch—a headless stag and the fragment of an annuletted pole ('St. Derfel's Horse' and 'St. Derfel's Staff')—are supposed to have been connected with a former famous image of the saint, which was eventually used as fuel for burning a martyr at Smithfield in 1538. Offerings to St. Derfel were encouraged by the reminder that "he hathe power to fetch hym or them that so offers oute of hell when they be dampned."

From (27¼ m.) *Bala Junction* (no exit for passengers) a branch line runs to (¾ m.) *Bala* and (25½ m.) *Blaenau Ffestiniog* (see Rte. 21). Passengers for this line change carriages here by most of the trains.

The Dolgelley line now skirts the S.E. shore of Bala Lake (p. 97) beyond which, in clear weather, we obtain a view of Arenig Fawr, 6 m. distant. On the opposite (N.W.) bank, near the foot of the lake, is seen the little church of Llanycil

(p. 98). On the left the conical peak of Aran Benllyn (p. 137) comes boldly into view at the end of its long ridge.

32¼ m. **Llanuwchllyn** (*Goat Inn; Glanlivon Boarding House*), 'the church above the lake,' 1 m. from the S.W. end of the lake, is a pleasant angler's resort. The church (rebuilt in 1872) contains a recumbent effigy (1370); a portable wooden baptistery c. 50 years old; a brass communion plate, bearing a relief of the Temptation, said to have belonged to Cymmer Abbey (p. 106); and a tablet in commemoration of Rowland Vaughan (1590–1667), the royalist captain, hymnologist, and translator. Rowland Vaughan and John Vaughan, another 17th cent. poet, resided at *Caer Gai*, 1 m. N., to the left of the road to Bala. This ancient mansion, standing within an enclosure which was perhaps a Roman camp, is traditionally the site of the dwelling of Cynyr (the Ector of the 'Morte d'Arthur'), who was father of Sir Kay and foster-father of King Arthur. Spenser describes the early home of Arthur as—

> "Under the foot of Rauran (=Yr Aran) mossy hore
> From whence the river Dee, as silver cleene,
> His tombling billows rolls with gentle rore."
>
> ('Faërie Queene,' I. ix. 4.)

From Llanuwchllyn we may ascend the twin ARANS (p. 137), though the ascent from Dinas Mawddwy is much to be preferred. The lower and nearer summit, *Aran Benllyn*, is reached in about 1½–2 hrs. from the road-fork just S. of Llanuwchllyn station, by following the long rough N. ridge directly to the summit. An easier, though longer, route follows the Dinas Mawddwy road (see p. 136) to (2½ m.) the farm of *Falarddi*, and goes on by cart-track up the W. side of *Cwm Croes* to (4 m.) the farm of *Nant-y-Bareut*. We may thence pick our way up the steep and rocky face to the crest of the ridge (see above) between the little *Llyn Llwybran* (right) and the summit. For the route thence to the higher peak of *Aran Mawddwy* and the view from the Arans, see p. 137. For the descent from Aran Mawddwy to (1 hr.) *Drws-y-Nant Station*, see below; to (c. 2 hrs.) *Dinas Mawddwy*, see p. 136. *Arenig Fawr*, 6½ m. N.N.W. of Llanuwchllyn, may be climbed in 3½–4 hrs. by way of the open valley of the Lliw, see p. 100, but this route with its fine views to the E. and S. is better kept for the descent.

From Llanuwchllyn to (14½ m.) *Lake Vyrnwy* or (13 m.) *Dinas Mawddwy* over (5 m.) the Bwlch-y-Groes, see p. 136.

The railway now ascends the *Dyfrdwy*, or *Little Dee*, through a desolate region overshadowed by Aran Benllyn, to the highest point of the line (770 ft.). The descent is rapid to (38½ m.) *Drws-y-Nant* (550 ft.), whence a succession of long grassy slopes offers the easiest, but least interesting, ascent (c. 3 m.) of Aran Mawddwy (see above). We descend the valley of the *Wnion*, crossing and recrossing the impetuous stream, amid some of the most delightful sylvan scenes in Wales. The cliffs of Cader Idris, with the steep face of Tyrau-Mawr, rise almost directly ahead. — 42 m. *Bont Newydd*.

This is the most convenient station for the ascent of RHOBELL FAWR (2408 ft.), a rocky but somewhat shapeless hill, c. 3½ m. N.N.E., chiefly interesting for the view from the summit. The shortest route branches (l.) from the Bala road c. ½ m. E. of the station, and ascends by a twisting lane to (3 m.) *Blaenau Farm*, whence a trackless moorland slopes N. to (c. 5 m.) the summit. — A more

interesting route follows the lane N. from the station, passing near *Llanfachreth* (l.; p. 107), and diverging uphill to the summit (r.) from the little pass of *Bwlch Gorwaered* (1264 ft.), whence it is an easy climb to (1½ m.) the top. The summit commands fine views of the Rhinogs (W.), Cader Idris (S.W.), the Arans (S.E.), and the Arenigs (N.E.); and between the Rhinogs and Arenigs we may obtain a distant glimpse of Snowdon. The monotony of the wide foreground is redeemed by the silver line of Bala Lake to the N.E., and by a full length vista of the lovely Mawddach estuary to the S.W., with Barmouth bridge at its extremity.

As we approach Dolgelley the Torrent Walk glen (p. 104) is visible on the left. — 45¼ m. **Dolgelley,** see Rte. 22.

The railway crosses the Wnion 1 m. beyond Dolgelley, and on the right a glimpse is obtained of the *Ganllwyd Glen* (p. 106). Under favourable conditions the view to the right farther on is one of the loveliest in the kingdom; but the prospect from the high road on the opposite shore of the estuary is even finer.

47½ m. **Penmaenpool** (*George*) is picturesquely situated at the head of the Mawddach estuary, here crossed by a wooden bridge (toll 1*d.*). Motor launch to Barmouth, p. 111.

Diphwys (2462 ft.), the highest hill of the Llawllech range, is best ascended from Penmaenpool (5 m., 2½ hrs.), while the best descent is to Barmouth (see below), with the view of the estuary in front. We cross the bridge and causeway to (½ m.) the Barmouth and Dolgelley high road. Hence we have a choice of routes. We may follow the lane leading straight on (N.) up *Cwm Mynach* to (3½ m.) the foot of the reedy *Llyn Cwm Mynach*, whence, turning W., we climb the slope to the ridge N.E. of the summit. Or we may follow the main road towards Barmouth to (2 m.) the inn of *Bont-ddu* (p. 106), behind which the old Harlech road leads up to (2¾ m.) the junction of two glens. Hence we may either scramble directly to the summit, or, continuing to follow the grass-grown track, gain (5¼ m.) the crest of the main ridge and follow it to (7 m.) the top. The view is especially beautiful towards the S., where the Mawddach estuary is backed by the splendid cliffs of Cader Idris. The descent to Barmouth follows the ridge (S.W.), keeping a wall on our right, to (3 m.) *Bwlch-y-Rhiwgyr* (1477 ft.) where we pass through a gate and strike a track which leads to (4 m.) the farm of *Sylfaen*, whence a lane joining the Panorama Walk (see p. 112) takes us to (6½ m.) Barmouth. Good walkers may continue N. along the ridge, over the intermediate crest of *Crib-y-Rhiw* (2219 ft.), to (1 hr.) *Y Llethr* (2475 ft.), in the deep notch between which and Rhinog Fach (p. 115) nestles the sombre and secluded tarn of *Llyn Hywel*. From Y Llethr we may either retrace our steps to Diphwys and descend to Barmouth (see above); or we may pick our way down the S.W. slopes of Crib-y-Rhiw to the shores of the little *Llyn Dulyn*, and thence follow down the Ysgethin stream, past *Llyn Bodlyn* and under the interesting British fort of *Craig-y-Ddinas*, to Dyffryn station (see p. 114), returning thence to Barmouth or Dolgelley by train.

The railway keeps close to the S. shore of the beautiful Mawddach estuary. — 52 m. *Arthog* (Arthog Hall Hotel, pens. 12/6, new; ferry to Barmouth, p. 111) is a small but pretty village. About 1¼ m. E., on the high moorland in the dip between *Bryn Brith* (1256 ft.) and the main Cader escarpment, are the two picturesque *Llynau Crogenen*, or *Arthog Lakes* (comp. p. 113). Arthog station is also the starting-point for the Barmouth ascent of Cader Idris (p. 113). — The railway now makes a curve to (53 m.) *Barmouth Junction* (Rfmts.), where we join the main Cambrian line from Machynlleth to Pwllheli (p. 142). The view from the train culminates in the splendid panorama (right) seen from the long railway bridge at the mouth of the Mawddach estuary. On the left,

across Cardigan Bay, is the distant Llevn Peninsula, with its graceful line of hills. — 54½ m. **Barmouth,** see Rte. 23.

19. LLANGOLLEN AND ITS NEIGHBOURHOOD

LLANGOLLEN (pron. 'Thlangothlen'; 3680 inhab.), is charmingly situated in a green hollow on the banks of the Dee surrounded by wooded hills. The little town, which in Ruskin's earlier days was "one of the most beautiful and delightful in Wales or anywhere else," has been marred of late years by extensive rebuilding in glazed red brick, and in the holiday season is uncomfortably crowded; but the surrounding country, though perhaps sometimes over-praised, is still beautiful, and several days may be well spent among the hills. Welsh flannel is a staple of Llangollen, and its ale was extolled by Borrow, who twice visited the town. Coracles (p. 180) are still to be seen on the Dee near Llangollen.

Hotels. *Hand, an old-established house on the river; Royal, at the S. end of the bridge (R. from 5/6, D. 6/, pens. 15/6); Bridge End, at the N. end of the bridge; Grapes; Waverley.

Motor Omnibus to *Wrexham* (1/6) 5 times daily (thrice on Sun.) in 1 hr.

Passenger Barges, drawn by horses, ply on the canal every ½ hr. daily during the season to *Berwyn* (for *Valle Crucis*; 9*d*. return), a pleasant short trip; also on Mon., Wed., & Fri. to (8 m.) *Chirk* (p. 37; 3/ ret.), and on Tues., Thurs., & Sat to (4 m.) *Pont-y-Cysylltau Aqueduct* (p. 86; 2/ ret.).

Amusements. *Tennis Courts* in the Recreation Ground — *Golf Course* (9 holes), near Sunbank Hall, 1¼ m. E. — *Boats* for hire on the canal. — *Fishing* (salmon and trout) in the Dee and its tributaries (partly free); information as to licences from the station-master or from Mr. Lewis, fishing-tackle maker.

The bridge, which spans the Dee just E. of the station, was built about the middle of the 14th cent. by John Trevor, bishop of St. Asaph, and though of no extraordinary merit, was long reckoned among the 'Seven Wonders of Wales.' It commands pretty views of the stream. The parish church of *St. Collen*, in the centre of the town, has fine 15th cent. hammer-beam roofs in the nave and N. aisle; a 14th cent. tomb-niche; and a classical W. tower. In the churchyard, S.W. of the church, is the monument erected by the 'Ladies of Llangollen' (see below) to their faithful servant, Mary Carryl (d. 1809), which afterwards served to mark their own burial place.

Plâs Newydd, or 'New Place,' ½ m. S.E. of the bridge, was the residence from 1779 of Lady Eleanor Butler (d. 1829) and the Hon. Sarah Ponsonby (d. 1831), two eccentric Irish women, who left their homes secretly in 1776, under the spell of a romantic mutual attachment, to devote their lives henceforth "to friendship, celibacy, and the knitting of blue stockings." As the 'Ladies of Llangollen,' the friends became famous for their peculiarities of dress, their beneficence, and their collection of old oak and curios, to which it was the recognised practice for each of their numerous visitors to contribute. Madame de Genlis, Wellington, De Quincey

(as a boy), Scott, and Wordsworth, were among their distinguished visitors, but Wordsworth's somewhat tactless sonnet, with its description of the house as a "low-browed cot" and its oblique reference to the ladies' age, is said to have given offence. Their maid-servant, Mary Carryl, bought the freehold of Plâs Newydd with her savings, and left it to them at her death in 1809. The house (no adm.), originally a 'cottage orné,' has been enlarged by later tenants. It is decorated outwardly with oak carvings, and internally with panelling and leather-work; but the greater part of the Ladies' collection was dispersed in 1832. A window recess is lined with part of their old pew in Llangollen church, and a fireplace is carved with their initials. The grounds, with their beeches and clipped yews, should be visited.

The lane leading past Plâs Newydd circles the wooded *Pen-y-Coed* (720 ft.), an isolated hill to the S.E., passing near *Pengwern Hall*, the ancient home of the Mostyns, now a farmhouse. A little beyond the modern mansion (right) of *Tyn-Dwfr* a path through a wooden gateway on the left, ascending through the wood (fine views up and down the Vale), affords the pleasantest method of returning to (3 m.) Llangollen.

Environs of Llangollen.

Llangollen is situated at the head of the beautiful Vale of Llangollen (p. 86), and its neighbourhood abounds in interesting and attractive walks, described in great detail by Borrow in his 'Wild Wales.' About 1795 Hazlitt, before his memorable visit to Coleridge, sought the Vale of Llangollen by way of initiating himself "in the mysteries of natural scenery." The chief walks are described below, and some of these may easily be combined to form a single round excursion. One of the pleasantest strolls is that up stream to (1¾ m.) *Berwyn* and *Llantysilio Church* (p. 86), returning thence viâ Eliseg's Pillar and Valle Crucis Abbey (comp. p. 96). Berwyn may be reached by road on either side of the river, or by the canal tow-path. To appreciate the many beauties of the Dee valley above Llangollen the walk may be continued at least as far as (4¼ m.) *Glyn Dyfrdwy* (p. 87). The main Holyhead road, on the S. bank, commands the finer views but is apt to be dusty; the road on the N. bank, 3½ m. longer, follows the river along some of its loveliest reaches, particularly those encircling the promontory of Rhysgog (p. 87).

Moel-y-Gerainf (1050 ft.) or *Barber's Hill*, 1 m. W. of Llangollen, named from a purely legendary barber said to have been gibbeted here for wife-murder, is reached by a steep lane ascending from the S. end of the High Street. The *View comprises the Vale of Llangollen and the hills to the N. The descent may be made on the W. side to Berwyn (p. 86).

The ruined **Dinas Bran Castle,** or *Crow Castle*, perched on the summit of a curious conical hill (1000 ft.) immediately

opposite the town, on the N. side of the Dee, is the most conspicuous feature in the valley. To reach it (½ hr.) we cross in turn the Dee bridge, the main road, and the canal, and ascend past the new buildings of the Technical School on the left. An unmistakable path (guide-posts) ascends straight up the slope (N.) and is continued to the right on the open hillside by a zig-zag track to the top (rfmts. in summer). The not very interesting remains of the castle consist chiefly of the curtain-wall that surrounded the hill-top.

Its history, of which very little is known, is sufficiently summed up in Wordsworth's phrase: "Relic of kings, wreck of forgotten wars." It was occupied in the 13th cent. by Madoc ap Gruffydd Maelor (see below), a chieftain who alternately sided with the Welsh and with the Norman invaders. About 1390 it was the home of the lovely Myfanwy Fechan, whose beauty inspired the bards of the period. But Churchyard, writing in 1578, described the castle as being even then "an old and ruynous thing."

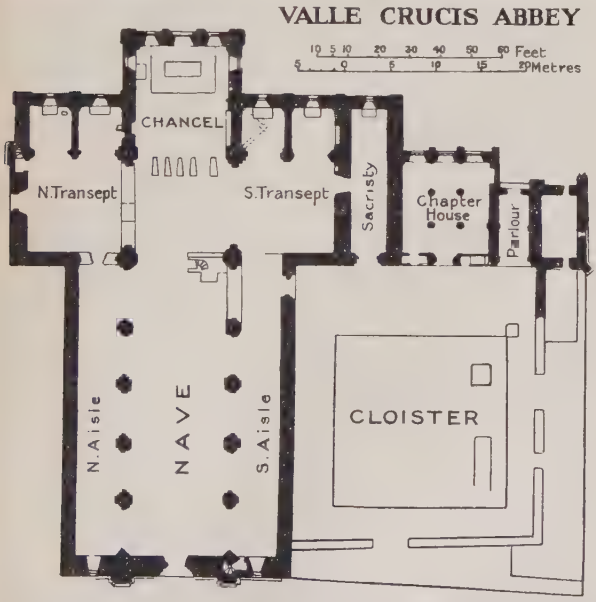
The hill commands a magnificent **View*, embracing the valley of the Dee from the neighbourhood of Corwen, on the W., where the vista is closed by the pointed Moel Goch, to the vast wooded plain of Shropshire, and in very clear weather the distant Pennines, on the E. Downstream, in the middle distance, is seen the great Dee viaduct (p. 37). To the S.W. the heavy Berwyns (p. 96) loom dully. To the N. are the striking Eglwyseg rocks (see below), and to the N.W. Moel-y-Gamelin (p. 87) stands out. The ascent of Dinas Bran may be pleasantly combined with the next excursion by descending the track on the E. side of the hill into (10 min.) the lane at its foot.

The Eglwyseg Rocks, a remarkable series of terraced limestone cliffs consisting of rounded promontories with intervening gullies, form the W. escarpment of the dull moorland plateau of *Cefn-y-Fedw* (1648 ft.) and stretch N. from near Dinas Bran in a curving line 4 m. in length. The rocks themselves are properly appreciated only from below, and every visitor to Llangollen should proceed at least as far as to their S. extremity, but the following round of c. 10 m., including the walk along the top, is recommended. From the N. end of Llangollen bridge we follow the lane to the right that leads past *Wern-Isaf*, beneath the E. slope of Dinas Bran (see above), to (c. 1¼ m.) the immediate S. base of the cliffs. Turning here to the right, then to the left when the lane forks, we ascend to the plateau, doubling sharply back at the windlass of a disused quarry. The edge of the escarpment is then followed, over grass and heather, to (5 m.) the little pass of *World's End*, between *Craig-y-Forwyn* (N.) and *Craig Aderyn* (S.). The distant views are magnificent throughout in clear weather—at first including Snowdon and Moel Siabod, with the Wrekin to the S.E., and, at the finish, the two Carnedds, Y Tryfan, and the Glyders, while Arenig and the Arans remain in sight almost the whole way. We return to (10 m.) Llangollen by a road skirting the foot of the cliffs and passing the picturesque half-timbered *Manor House*.

For the ascent of *Moel-y-Gamelin*, viâ Berwyn, a popular excursion from Llangollen, see p. 87.

***Valle Crucis Abbey,** c. 1½ m. N.N.W. of Llangollen, is situated in a beautiful glen—still a true Cistercian solitude—sloping towards the Dee. To reach it we follow the Ruthin road (or the tow-path by the canal for the first mile) until the ruins are seen on our right (visitors ring; adm. 6*d*.). The abbey was founded by Madoc ap Gruffydd Maelor, Prince of Powis, about 1200, and was dissolved c. 1535. The existing remains, consisting of the ruins of the church and some of the domestic buildings, are larger and more varied than those of any other religious house in N. Wales, though the abbey was on a considerably smaller scale than the great S. Welsh Cistercian houses of Margam (p. 170) and Neath (p. 171).

The CHURCH adheres to the common early Cistercian plan of aisled nave (in this case with 5 bays), transepts with E. chapels, and very short, aisleless chancel. The N. transept has been walled off from the crossing. The W. front is a beautiful composition (c. 1250–75), with three fine plate-tracery windows enclosed in a common frame, and with a delicate rose in the gable; while the E. end (c. 1250) is remarkable for the manner in which its external pilaster buttresses expand above the bottom row of lancets so as to



embrace an upper pair. Within the church may be noted the remains of the pulpitum (including the stairway) under the W. arch of the crossing; the bases of ruined altars in the two chapels on the E. side of the S. transept (showing unusual traces of ornamental arcading); the remarkable arch (at the end of the S. transept) by which the dormitory was entered from the vanished night-stairs; the base of the high altar; and the curious recess, with a shafted screen, on the N. of the W. bay of the chancel. The S. transept is adjoined by the *Sacristy*, and to the S. of this is the vaulted CHAPTER HOUSE (rebuilt c. 1315–50), in three parallel aisles. In the middle of these is the doorway from the CLOISTER, S. of which

is the day-stair to the dormitory, very unusually placed, while to the N. is a singular little vaulted chamber, possibly for books. These mark the W. end of the two outer aisles of the chapter house, and are contrived in the thickness of the wall: the whole arrangement is probably unique. The passage immediately S. of the chapter house led perhaps to the vanished infirmary. To the S. of the DORMITORY, which occupies the whole length of the upper floor, is apparently the *Rere-Dorter*, and at its N.E. corner are a chamber, with a fireplace, and a similar chamber above, which apparently formed together the *Abbot's Lodging*. A growth of flags to the E. of the church indicates the position of the former fish stews, now waterless. It is said that Iolo Goch, the bard of Owen Glendower, is buried in the abbey.

About ¼ m. N. of the abbey, in a field to the right of the Ruthin road, is ELISEG'S PILLAR, one of the most remarkable crosses in Wales. The broken shaft, 6½ ft. high, stands on what is supposed to be a sepulchral mound. According to the original inscription, now effaced, this cross was erected early in the 9th cent. by Concenn-ap-Cadell-ap-Brochmael, in memory of his great-grandfather Eliseg, Lord of Powis, who fought in the great battle at Bangor Iscoed (p. 37) in 607. The present inscription, dating from 1779, records its mutilation during the Civil War. This monument is by some thought to have given name to the valley ('Vale of the Cross').

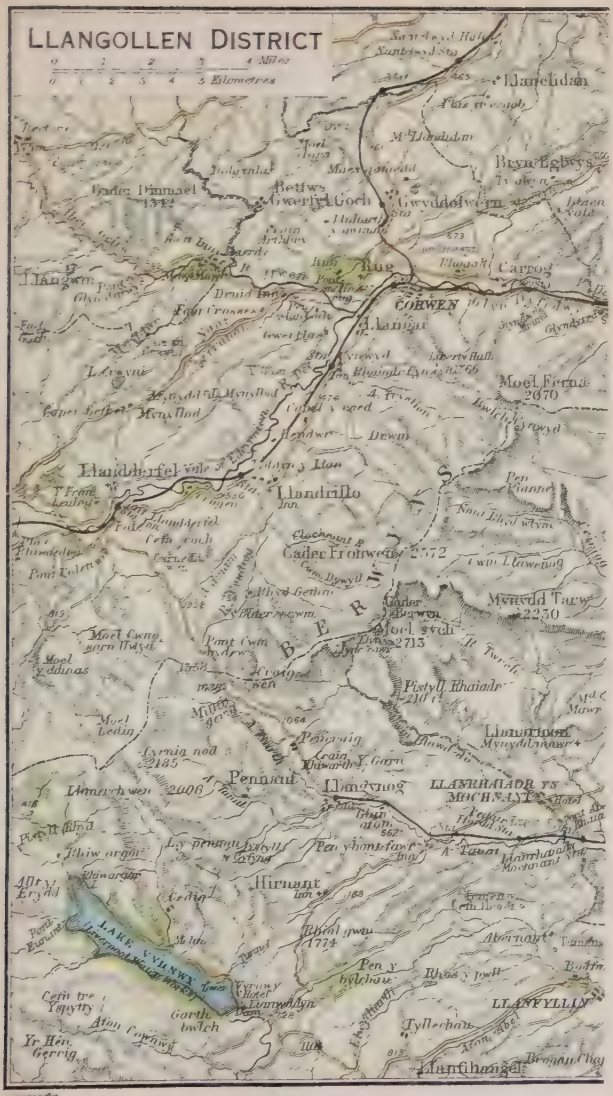
From the valley we may strike S.W. across the hill to (c. 1 m.) *Llantysilio Church* (p. 86); or we may follow the Ruthin road to (4 m.) the Oernant slate-quarries and thence ascend to (20 min.) the top of *Moel-y-Gamelin* (p. 87).

The direct pedestrian route from Llangollen to (5 m.) *Chirk Castle* and (6 m.) *Chirk* (p. 38) runs S.E. across the hills; but less energetic tourists may proceed by railway (10¾ m.) viâ Ruabon, by barge or boat on the canal (8 m.; comp. p. 92), or by carriage viâ the main road (9 m.). Another alternative is to follow the hill road due S. from Llangollen viâ *Bryn-y-Groes* to (3 m.) *Glyn Ceiriog* and take the steam tramway thence (p. 38) to *Castle Mill* (the station nearest Chirk Castle) and Chirk.

THE BERWYNS. These mountains, forming one of the principal massifs of Wales (see p. xiv), stretch S.W. from Llangollen for nearly 20 m., and reach their highest point in *Moel Sych* (2718 ft.; p. 89). Their watershed, almost throughout, forms the boundary between Merionethshire (N.) and Montgomeryshire and Denbighshire (S.). They are mainly a tract of rolling moorland, but the S. slopes are indented by numerous cirques, in one of which is the great fall of Pistyll Rhaiadr (p. 42).

A good cross country track leads over the Berwyns from Llangollen to (12¼ m.) *Corwen* (p. 87). We follow the Glyn Ceiriog road (see above) to (2 m.) *Bryn-y-Groes*, and there diverge W., ascending to (3¼ m.) the shooting-box on the summit of *Foel* (1712 ft.) and thence continuing in the same direction to (7¾ m.) the rounded crest of *Moel Ferna* (2070 ft.; views). The descent thence to (12¼ m.) Corwen is viâ (10 m.) *Liberty Hall*, another shooting-box. The nearest of the higher summits of the Berwyns (*Cader Fronwen*, 2572 ft.) rises c. 4½ m. S.W. of Moel Ferna.

FROM LLANGOLLEN TO RUTHIN, 15½ m. by road, attractive at either end but comparatively dull in the middle. We follow the road passing Valle Crucis Abbey and (1¾ m.) Eliseg's Pillar (see above). About 1 m. beyond the Pillar the modern road ascends to the left in a bold and well-engineered loop under the E. slopes of Moel-y-Gamelin (p. 87) passing (4 m.) the slate-quarries of *Oernant*, and working E. over (1353 ft.) the flank of *Moel-y-Faen* to (5½ m.)


LLANGOLLEN DISTRICT
0 1 2 3 4 Miles
0 1 2 3 4 5 Kilometers
Llanelidan
Bryn Egwys
Betws Gwerfil Goch
Gwyddelwern
Carrog
Rug
CORWEN
Llangwm
Llangar
Llawr
Moel Ferna
2670
Llandderfel
Llandrillo
Cader Frongwen 2572
Cader Berwyn
Moel Sych
2713
Mynydd Tarw
2230
BERWYN
Pistyll Rhaiadr
Llanarmon Mynydd Mawr
Pennant
Llandynog
LLANRHAIADR YN MOCHNANT
Llanfechain
Llanrhaeadr
Llansantffraid
Llanfyllin
Llanfihangel
Llyn Vyrnwy
LAKE VYRNWY
Llyn Lanwddyn
Llyn Tegid
Bala
Cefn tre Ysgyty
Yr Hen Gerrig
Garth Celyn
Tyllechau
Afon Tanat
Afon Hafren
Afon Rhaeadr
Afon Cynllwyd
Afon Dwyfach
Afon Dwyfor
Afon Ceiriog
Afon Tryweryn
Afon Dee
Afon Alwen
Afon Brenig
Afon Ceidio
Afon Ceirw
Afon Ceiriad
Afon Cynwyd
Afon Dwyrhyd
Afon Ystwyth
Afon Tywi
Afon Twrch
Afon Cwm Llwchwr
Afon Gwenlas
Afon Gwyllt
Afon Hirnant
Afon Lliw
Afon Lwyd
Afon Mawddach
Afon Mynach
Afon Nant Ewlyn
Afon Nant Y Llyn
Afon Nant Y Mynydd
Afon Nant Y Pwll
Afon Nant Y Rhiw
Afon Nant Y Sarn
Afon Nant Y Tal
Afon Nant Y Tyle
Afon Nant Y Wern
Afon Nant Y Wyn
Afon Nant Y Ysgol
Afon Nant Y Ysgwd
Afon Nant Y Ysgwyd
Afon Nant Y Ysgwydd
Afon Nant Y Ysgwydd Fach
Afon Nant Y Ysgwydd Fawr
Afon Nant Y Ysgwydd Ganol
Afon Nant Y Ysgwydd Isaf
Afon Nant Y Ysgwydd Uchaf
Afon Nant Y Ysgwydd Y Ganol
Afon Nant Y Ysgwydd Y Isaf
Afon Nant Y Ysgwydd Y

Bwlch Rhiwfelen, the pass (1299 ft.) leading over to the Alun valley. The old road (1 m. shorter: for pedestrians only) leads straight on up an almost precipitous hill-side. A monotonous descent from the summit, passing (6¼ m.) *Pentre-Bwlch* (inn), crosses (7¼ m.) the main road from Corwen to Wrexham (c. 1 m. S.W. of Llandegla, p. 89), and ¾ m. farther joins the road from Wrexham to Ruthin (see p. 53). Here we turn to the left. — 13¼ m. *Llanfair Dyffryn*. — 15½ m. *Ruthin* (p. 52).

20. BALA

BALA (1408 inhab.) is a peaceful market-town at the mouth of the Tryweryn valley, near the outlet of the Dee from Bala Lake (Welsh 'bala'=outlet). The surrounding country is agreeable, but without distinction. Bala has long been famous for its religious and educational activities, and although it does not compete with the large popular resorts it is a good centre for fishing and grouse-shooting.

Railway Stations. *Town Station* on the G.W.R. branch line to Blaenau Ffestiniog; *Bala Junction* on the main line, see p. 89.

Hotels. Royal White Lion, Borrow's old hostelry; Plas Coch; Blue Lion; Bull Bach.

Fishing. Trout and salmon are plentiful in the Dee, the Tryweryn, and their tributaries. Good coarse fishing may be had in Bala Lake.

Golf Course (9 holes), 1 m. E. of the station, beyond the Dee (ferry free to golfers).

The wide, tree-planted High Street leads from the station to the town. On the left, behind the houses, is the *Tomen-y-Bala* (adm. 1*d.*; view), a mound reputed British or Roman, but more probably a Norman 'motte-hill,' and perhaps one of a series in the Dee valley. Frydan Road, on the right, leads to the handsome modern Christ Church and to the *Bala Theological College*, just outside the town, founded in 1837 for Calvinistic Methodists, but now undenominational (30 students). Farther on, in the main street, we pass (l.) a ruined ivy-clad church, and, opposite the post-office, a good bronze statue of Thomas Ellis (1859–99), long member of Parliament for Merionethshire. Tegid Street (l.) leads hence to (¼ m.) the lake-shore. In front of the Calvinistic Methodist Church is a statue of the Rev. Thomas Charles ('Charles of Bala,' 1755–1814), the Wesley of Wales, pioneer of the Methodist movement in N. Wales, and one of the founders of the British and Foreign Bible Society. The house where he lived in 1804 (tablet) stands nearly opposite the White Lion in the High Street; and he is buried at Llanycil (see below). An earlier Dissenter connected with Bala was Howel Harris (1714–73), the 'field preacher,' whose persecution here was marked by riots in 1741.

Bala Lake (*Llyn Tegid*; 530 ft.; 1084 acres), called by Giraldus Cambrensis *Penmelesmere* (perhaps by a corruption of 'Penllyn,' the Welsh name of the surrounding region), is the largest natural sheet of water in Wales though it is nearly 40 acres smaller than the artificial Lake Vyrnwy (p. 43).

It is 3¾ m. long from N.E. to S.W. and ¾ m. broad. The Welsh name is derived from Tegid Voel, Lord of Penllyn in the 5th cent., who figures in the 'Mabinogion.' The lake, with the foothills covered with heather, ferns, and scattered trees, and the great mountains—Arenig Fawr, Cader Idris, and the Arans—behind, possesses a singular charm in clear and sunny weather. One of the hills near the town is said to resemble the Mount of Olives. Bala Lake is famous for the purity of its water and for its shoals of the rare 'gwyniad,' a white-scaled fish, by some considered unpalatable but declared by a former Lord Lyttelton ('the wicked' Baron of that name) "to more than rival in flavour the lips of the fair maids of Bala." The lake is mentioned in Spenser's 'Faërie Queene.' Giraldus first recorded the phenomenon that it "rises by the violence of the winds," and Tennyson in 'Geraint and Enid' refers to the sudden floods in the Dee valley sometimes caused by the S.W. wind "that blowing Bala lake fills all the sacred Dee." This flooding has been checked by the erection of sluices below the river outlet.

About 1 m. E. of Bala station, on the main road to Corwen, is the village of *Llanjor*, with a pretty rebuilt church. The grassy ridge of *Moel Emoel* (1500 ft.), to the N. of the village, commands a fine vista of the lake. — *Arenig Fawr* and the *Arans*, the mountains nearest to Bala, are ascended from the stations of (7¾ m.) Arenig and (5 m.) Llanuwchllyn respectively (see pp. 100, 90).

Circuit of Bala Lake, 11 m. The main road follows the N.W. shore, and along the opposite side, close to the railway, runs a second class road. Leaving Bala at the farther end of High Street, we pass (¾ m., l.) the landing-stage, with boats for hire. At (1¼ m.) *Llanycil*, the churchyard contains the graves of 'Charles of Bala' (see p. 97), of the Rev. Evan Lloyd Jones (1820–52), a poet and journalist, and of the Rev. John Parry, D.D. (1812–1874), compiler of 'Y Gwyddionadur,' a Welsh encyclopædia in ten volumes. The church (rebuilt) is the mother-church of Bala. Within, according to a custom occasionally met with in Wales, a tray is affixed to the Communion rails to receive contributions for the clergyman at certain funerals, in place of a fixed fee. We cross (3¼ m.) the *Llafar*, which descends from Arenig Fawr. The road skirts (l.) the grounds of *Glan-Llyn*, a mansion of Sir Watkin Williams-Wynn, and, quitting the lake, passes (r.) the interesting old mansion and Roman camp of *Caer Gai* (p. 90). We cross the *Lliw*, which is the longest feeder of the lake and may claim to be the head stream of the Dee, although its branch the *Dyfrdwy*, coming down from *Dduallt* (2155 ft.), to the S.W., carries the name. — 5¼ m. *Llanuwchllyn*, 1 m. beyond the head of the lake, with a station on the line from Bala Junction to Dolgelley, see p. 90. — We here begin the return journey by the S.E. shore of the lake, which is closely skirted by the railway (p. 89). About 2 m. from Llanuwchllyn we pass the lonely church of *Llangower*. At (10¼ m.) *Pont Mwnwgl-y-Llyn* we reach the foot of the lake

passing *Castell Gronw*, a mound similar to the Tomen-y-Bala (see p. 97), and cross the Dee. — 11 m. *Bala.*

FROM BALA TO LAKE VYRNWY. The routes to Lake Vyrnwy from Bala over the Berwyns far surpass in beauty and interest the easier approaches to that lake from Pen-y-Bont Fawr (p. 43) or Llanfyllin (p. 41). Of the three roads from Bala the best for motors is that viâ the Milltir Gerrig Pass and Llangynog, described in the opposite direction on p. 44. The route viâ Cwm Hirnant (see below), with many gates, is very adventurous, while the route viâ Bwlch-y-Groes and Cwm Eunant (see below) may be regarded as impracticable for motors. For the sake of the view pedestrians and cyclists should make the outward journey from Bala by one of the two latter routes, returning by the Milltir Gerrig Pass. The long round of c. 35 m. may be broken at the Lake Vyrnwy Hotel, where rooms should be secured beforehand.

FROM BALA TO LAKE VYRNWY VIÂ CWM HIRNANT, 14 m. The road quits Bala viâ Tegid Street and (¾ m.) *Pont Mwnwgl-y-Llyn* (see p. 98). Bearing left and passing over the railway, we keep to the right at (1¼ m.) the next fork, cross a low ridge, turn sharp to the right and reach the pretty village of (1¾ m.) *Rhos-y-Gwaliau*, at the point where the glen of the *Cymmerig* (worth a digression) diverges on the right (S.W.). Our route, however, keeps straight on (S.E.) up *Cwm Hirnant*, which is threaded by a narrow lane, wooded at places. Beyond (3½ m.) *Aber Hirnant* the glen bends to the right and appears to terminate in a cirque, the head of which is known as the *Horseshoe* or *Craig Ddu*. Another bend (to the left), however, brings us into wilder country, and we begin the ascent in earnest through a green but treeless moorland valley, the unfenced road here being very rough. Beyond (6¾ m.) *Bwlch Rhiw Hirnant* (1641 ft.), E. of the ill-defined crest of *Moel-y-Geifr* (2054 ft.), we enter *Montgomeryshire* (p. 129). The view is at first restricted, although there is a beautiful glimpse of the Arans to the S.W., but it opens out as we descend by a second glen, well-wooded in its lower course, where (8½ m.) perhaps the finest of all views of Lake Vyrnwy is suddenly disclosed. The descent to (9 m.) *Rhiwargor* (farmhouse; no inn), at the head of Lake Vyrnwy, is by a forest-like glade, with the stream tumbling over slabs of slate below the road, on the left. From the head of the lake to (14 m.) the *Lake Vyrnwy Hotel* by the N.E. (left) bank, see p. 43. The route by the opposite bank is c. 1 m. longer.

FROM BALA TO LAKE VYRNWY VIÂ LLANUWCHLLYN AND BWLCH-Y-GROES, 20½ m. To (c. 5½ m.) *Llanuwchllyn*, see p. 98. Thence to (10½ m.) *Bwlch-y-Groes*, see p. 136. About ½ m. beyond the pass (1790 ft.) we diverge to the left by a rough unfenced lane, which enters *Montgomeryshire* (p. 129) almost immediately and descends *Cwm Eunant*, side by side with a feeder of Lake Vyrnwy. At (15½ m.) *Pont Eunant* (p. 44) we strike the road on the S.W. bank of the lake, and turn to the right for the great dam and (20½ m.) *Lake Vyrnwy Hotel* (p. 43).

From Bala by road to *Dinas Mawddwy*, see p. 136; by road or railway to *Blaenau Ffestiniog*, see Rte. 21. — From Bala Junction to *Llangollen* and *Ruabon* and to *Dolgelley* and *Barmouth*, see Rte. 18.

21. FROM BALA TO BLAENAU FFESTINIOG

24¾ m. (25½ m. from Bala Junction), G.W.R., in 1¼ hr. (7/3½, 3/8).

ROAD (rough in the higher parts), 20½ m. From Bala to (8½ m.) *Rhyd-y-Fen*, the solitary inn N.W. of Arenig station, the road closely follows the railway, see below. It then strikes across the moorland and from (11 m.) its summit level (1507 ft.) commands a good retrospect of the Arenigs and, farther S., of Moel Llyfnant, while in front, beyond Ffestiniog and its vale, are the Moelwyns (p. 85). At (14 m.) *Pont-ar-Afon-Gam* the road from Ffynnon Eidda (Bettws-y-

Coed and Pentre Voelas; see pp. 57, 88) comes in on the right. The descent to the Vale of Ffestiniog affords a remarkably beautiful *View: beyond the shining waters of Traeth Bach is Tremadoc Bay, on the right of which Moel-y-Gest rises behind Portmadoc, while farther W. stretches the Lleyn peninsula. The road now skirts the plateau of Llyn-y-Morwynion (p. 102), passing on the left (14¼ m.) the deep slate cleft of Rhaiadr Cwm, with its waterfalls (p. 102), and on the right (15½ m.) the Beddau-Gwyr-Arduduwy (p. 102; ½ m. N. of the road). After a distant glimpse of the huge quarries of Blaenau Ffestiniog we pass under the railway and reach (17 m.) *Ffestiniog*, see p. 101. — Thence the road runs N., closely following the railway, to (20½ m.) *Blaenau Ffestiniog* (p. 103).

Bala, see p. 97. The railway ascends the open valley of the *Tryweryn*, and on the right passes (1 m.) *Rhiwlas*, the ancient seat of the Price family. — Beyond (2½ m.) *Frongoch*, near which there was, during the War, an internment camp for German prisoners, the heathery slopes of *Mynydd Nodol* (1750 ft.) are conspicuous on the left. 7¾ m. *Arenig* (1135 ft.; Rhyd-y-Fen Inn, ¾ m. N.W. by footpath), with a large granite quarry, lies midway between the two Arenigs, in a rather featureless valley.

Almost due S. rises **Arenig Fawr** (2800 ft.), a mountain whose huge bulk made a greater impression upon Borrow than any other of the hills he saw in Wales. It may be ascended in 1–1½ hr. by following the old road W. from the station to (¼ m.) *Milltirgernig* farm, just short of which a track diverges S. When the track ends we climb the easy grass slopes directly (S.S.E.) to the summit. A longer but more interesting route ascends S.E. from the station to (¾ m.) the N.E. shoulder, overlooking *Llyn Arenig Fawr* (1326 ft.), the reservoir of Bala, and thence keeps S.W. along the ridge. The *View is comprehensive, although typically Welsh in its straggling character. The Snowdon massif, the Rhinogs, Cader Idris, the Arans, and the Berwyns appear as isolated groups, and eastward a fine view opens into the Dee valley. The descent may be made to (6½ m.) *Llanuwchllyn* (p. 90) in c. 3½ hrs. by following the ridge downward for c. 2½ m. to a cart track near *Coed Gor-dderw*, where we may follow the N. bank of the Lliw to join the Bala road. Or we may take the cart track (l.) at Coed Gor-dderw over *Bwlch Llwyd* (1319 ft.) and join the Bala road at Llanycil (p. 98). Either route is more interesting than a return to Arenig station. — *Arenig Fach* (2264 ft.), a flat topped and uninteresting hill N. of the railway, may be ascended from Arenig station in an hour.

The line next traverses a desolate green upland, partially reclaimed, and reaches its highest point (1315 ft.) near (10½ m.) *Cwm Prysor*, on the shores of the dreary *Llyn Tryweryn*. We descend, with many curves, the valley of *Cwm Prysor*, with its string of lonely little farms, enjoying distant views of the Rhinogs and Cader Idris on the left. — 16¼ m. **Trawsfynydd.** The station is about ½ m. N.E. of the village (*Cross Foxes Inn*), which straggles along the high road (in part of Roman origin) between Dolgelley and Ffestiniog (p. 107). To the S. is an artillery practice-ground. Dreary moorland stretches in every direction from Trawsfynydd, but once this is crossed many beauties may be found in the hills to the S.W.

Good walkers may reach (c. 14 m.) *Llanbedr* (p. 115), viâ either (7 m.) the *Bwlch Tyddiad* (p. 115), with the Roman Steps, to the N. of Rhinog Fawr, or (8 m.) the *Bwlch Drws Arduduwy* (p. 115), between the Rhinogs. These twin passes, giving access to valleys winding seaward through wooded country, are best reached by following the Dolgelley road S. from Trawsfynydd as far as (3¾ m.) the by-road leading right to *Pont-y-Grible*, and thence striking across open moorland (faint tracks) to the desired gap in the hills. — A more direct track to Llanbedr (12½ m.) crosses a shoulder of *Y Graig Ddrwg* and descends

to Cwm Bychan lake (p. 115). — From Trawsfynydd to Pistyll Cain and Dolgelley, see p. 107.

The railway now turns N. and the Moelwyns (pp. 85, 103) appear ahead. On the right, about 2 m. beyond Trawsfynydd, we pass *Tomen-y-Mûr*, the 'mound of the wall,' or *Mur-Castell*, possibly an early Norman 'motte' raised inside the area of an undoubted Roman station, though the name *Heriri Mons* for the latter is probably one of the forgeries of Richard of Cirencester. The camp figures in the 'Mabinogion' as a later seat of the princes of Ardudwy. The Sarn Helen (comp. p. 58) and perhaps other Roman roads passed it, and an amphitheatre is well marked. — 19¼ m. *Maentwrog Road* is 2½ m. by direct road from Maentwrog (p. 102), which, however, may equally well be reached from Ffestiniog (p. 102) or Tan-y-Bwlch (p. 118). It is also the station whence Tomen-y-Mûr (see above) is visited, by a track diverging on the left from the Trawsfynydd road c. ½ m. S. of the station and passing beneath the railway.

From Maentwrog Road to Maentwrog viâ the Rhaiadr-Ddu and Raven Falls, c. 6 m. The direct road to Maentwrog diverges on the right ½ m. S.W. of the station. We follow this at first, but at (½ m.) a cross-roads we turn to the left (both the road straight on and that on the right descend to Maentwrog) and pursue a lane until (1¼ m.) it forks. Thence we ascend to the left, with fine mountain views on the right. Just below (2¼ m.) a cottage above the wooded glen of the *Prysor*, where it is advisable to seek further directions, an unfenced lane on the left doubles back up the glen, gradually descending towards the stream. An inconspicuous path on the right, again doubling back, brings us in 15–20 min. from the cottage to the fall, the drumming of which is the best guide during this last part of the walk. The ***Rhaiadr-Ddu,** 'the black cataract,' a twisted water-slide rather than a fall, is romantically set among rocks and trees, with a dark pool at its foot. A well-marked path leads through the wood down the right bank of the glen, and following the general direction of the stream we come to (3¾ m.) the lovely Raven Fall (30 ft.), best viewed from a cliff-edge (to be approached with caution). The wooded glen, with its miniature precipices and tangled ravines, is, however, the principal feature of the lower course of the Prysor. The main track passing the fall goes on downstream and presently joins a lane which descends steeply to (4¾ m.) the main road between Harlech and Ffestiniog. Here we turn to the right for (6 m.) *Maentwrog* (p. 102).

The Vale of Ffestiniog opens on the left, with fine views, and we cross the *Cynfael* a little above the falls (p. 102), round which the railway describes a pronounced loop.

21¼ m. **FFESTINIOG** (600 ft.; less than 1000 inhab.) is boldly situated on the verge of a green plateau bordering upon the Vale of Ffestiniog and bounded on the S. by the valley of the Cynfael. Although largely inhabited by slate quarrymen, it must not be confused with the quarry town of Blaenau Ffestiniog (p. 103), 3 m. distant.

Hotels. Pengwern Arms, old-established, with garden; Abbey Arms.

Fishing. Fair salmon and trout fishing in the Dwyryd; trout in the tarns.

Golf Course. (9 holes), on Cefn Common, 5 min. from the station.

The knoll behind the church (reached by a path from the end of the S. wall of the churchyard) affords a *View for which Ffestiniog is famed, including the full perspective of

the Vale and the head of Tremadoc Bay. On the right rise the Moelwyns. A hill S.W. of the village, crowned with the tombstone of the late Lord Newborough, affords an even finer prospect. Ffestiniog is much visited in summer for the sake of the picturesque waterfalls in its neighbourhood, and a former Lord Lytton went so far as to write that "with a loving wife, a bosom friend, and a good set of books, one might pass an age here and think it a day." The surrounding hills, however, are chiefly moorlands, with the exception of the Moelwyns.

The following round is a half-day expedition for good walkers and includes the chief points in the neighbourhood of Ffestiniog, but more time may well be devoted to this beautiful region. The cataracts of Rhaiadr-Cwm may be reached direct viâ the Bala road, reversing the latter part of the following description. – Leaving Ffestiniog by the road to Maentwrog, we pass through a gate on the left just beyond the last houses and cross a farmyard and a meadow. A track on the right, beyond (10 min.) an iron gate, leads to (15 min.) the lower of the CYNFAEL FALLS, set in a mossy ravine. The little bridge commanding a view of the fall has lately been condemned as unsafe. We ascend the right bank of the stream, passing an isolated rock in mid-water, called *Hugh Lloyd's Pulpit*, from a 17th cent. 'bard and sage' of that name, who is said to have declaimed from this lofty chair. Farther up the stream (which we cross) we reach (25 min.) the *Goat's Bridge*, a slab of rock, and the higher fall (c. 40 ft.). The path is continued up the glen, which grows shallower, and passing under the railway bridge, reaches (45 min.) *Pont Newydd*, on the Trawsfynydd road, within 1¼ m. of Ffestiniog.

We cross the bridge (l.) and immediately afterwards diverge by the lane to the right. Bearing again to the right, and holding to the N. bank of the stream past the farm of *Cwm Cynfael* (once the home of Hugh Lloyd; 1¼ m. from Pont Newydd), we follow a rough cart-track which brings us in view of the graceful cataracts of ***Rhaiadr Cwm.** Six falls in succession pour down the bare hillside in a narrow cleft; a neighbouring knoll gives the best view of them in series. A little farther on, and c. ½ m. W. of Pont-ar-Afon-Gam (p. 99), the track joins the main road from Bala to Ffestiniog, along which (with digressions) we return E. to Ffestiniog. On the right of the road, c. ½ m. over the hill N.W., lies *Llyn-y-Morwynion* (1292 ft.), the 'lake of the virgins,' one of many so named. Farther W.N.W., and ½ m. N. of the main road, is the site of the *Beddau-Gwyr-Ardudwy*, or "graves of the men of Ardudwy," once marked by upright stones. The legend which unites these (perhaps a Welsh version of the Sabine tradition) relates that the men of Ardudwy (comp. p. 114), who had made a foray into Clwyd, carrying off the wives and daughters of the valemen, were overtaken by the latter on this spot, and slain after a battle; but that the captives had become so enamoured of their mountaineers that, rather than return, they drowned themselves in the lake. – From this point we reach (1½ m.) Ffestiniog by the Bala highroad.

From Ffestiniog the attractive excursion to the *Rhaiadr-Ddu* and *Raven Falls* may be made viâ Maentwrog Road station (p. 101) reached from Ffestiniog by rail, road (2¾ m.), or footpath (2½ m.). — *Moelwyn* and *Cynicht* (p. 85) are ascended from Ffestiniog viâ *Tan-y-Grisiau* (p. 118), 2½ m. N.W.

FROM FFESTINIOG TO MAENTWROG, 3 m. The road descends the Vale of Ffestiniog, crossing the Cynfael at (1¼ m.) *Pont Tal-y-Bont.*

Maentwrog (*Tan-y-Bwlch Hotel*, ½ m. from the village, see p. 118; *Grapes*, in the village), one of the most delightful villages in Wales, lies on the left bank of the Dwyryd, below a wooded cliff. Looking northward up the main street we see the peak of *Moelwyn Bach* (p. 103), a lesser spur of Moelwyn (p. 85). The village is named from the 'maen' or stone of Twrog (a saint of the 7th cent.), a plain monument 4 ft. high, standing in the churchyard, which contains also the grave of Archdeacon Prys (d. 1624), a former rector and author of the

Welsh translation of the Psalter still in use. — About 1½ m. N.W. of the village, beyond the river (view from the bridge), is *Tan-y-Bwlch* station, on the 'Toy Railway' (p. 118), on the way to which we pass (½ m.) the Tan-y-Bwlch Hotel. Near the latter are the beautiful grounds of *Plas*, partly traversed by a public footpath. — The road from Maentwrog to (9 m.) *Harlech*, crossing (1½ m.) the mouth of the glen in which the *Raven Fall* and the *Rhaiadr-Ddu* (see p. 101) are situated, skirts the shores (2½–3 m.) of the now tidal Dwyryd, which widens lower into *Traeth Bach* (p. 117). — For the main road viâ Penrhyndeudraeth to *Beddgelert* and to *Portmadoc*, see p. 84.

Moelwyn (2527 ft.), more generally reached from Beddgelert (see p. 85), may be climbed in 2–2½ hrs. from Maentwrog by ascending the stream past the station of Tan-y-Bwlch (see above) and two successive tarns, and thence over the crest of *Moelwyn Bach* (2334 ft.). *Cynicht* (2265 ft.) is ascended from (5 m.) *Bwlch Gwernog*, on the old Beddgelert road (see p. 85). A fine mountain walk is the traverse of the twin mountains, with a descent to Beddgelert (6–7 hrs.; p. 85).

Beyond Ffestiniog the railway winds along the E. slopes of the valley, across which the triple massif of the Moelwyns is finely seen, while at closer quarters, on the right, rise the Manods. — 23½ m. *Manod* is the station for a straggling quarry village, an extension of Blaenau.

24¾ m. **Blaenau Ffestiniog** (**North-Western*, near the L. & N.W.R. station; *Queen's*, near the G.W.R. station; *Griffin Temperance*), a quarry town (6741 inhab.), is finely situated at the head of the Vale, and although wholly industrial in character, has a more picturesque aspect than its chief rivals, Llanberis and Bethesda. The long rows of clean and tidy cottages, built of slate blocks, are well provided with gardens. Slate-quarrying here is in the nature of mining, and the hills are mutilated by tunnelling in every direction and disfigured by towering heaps of slate refuse. Mineral gases from the slate (which bears oil at certain levels) make the atmosphere unpleasant. The *Palmerston Slate Quarry*, the largest of the underground works, may be visited (fee to guide 5/).

Blaenau Ffestiniog is rich in railway stations. The G.W.R. and the L. & N.W.R. termini lie ½ m. apart, respectively at the E. and W. end of Church Street. The 'Toy Railway' (p. 118) has three stations: *Blaenau Ffestiniog*, opposite the L. & N.W.R. terminus, a 'halt' at the G.W.R. terminus, and its own terminus at *Duffws*, c. 200 yds. from the G.W.R. station.

Blaenau, although surrounded by mountains, is not a tourist centre. For the ascent of *Moelwyn* viâ Tan-y-Grisiau, see p. 118. — The two hills prominent to the S.E. of the town, *Manod Mawr* (2166 ft.) and *Manod Bach* (2158 ft.), command fine views, especially of the Vale of Ffestiniog. In a hollow of the slope leading to the higher peak is the *Llyn-y-Manod*.

To *Portmadoc* by the 'Toy Railway,' see p. 118; to *Bettws-y-Coed* and *Llandudno*, see Rte. 11.

22. DOLGELLEY AND CADER IDRIS

DOLGELLEY (pron. 'Dolgethly'; perhaps the 'meadow of the hazels'), the capital of *Merionethshire*, is a grey-walled, slate-roofed market town (2014 inhab.), on the S. bank of the river Wnion, near the head of the Mawddach estuary. It lies at the foot of Mynydd Mawr, the E. peak of Cader Idris, which is just visible from the market-place, over the lower terrace of Mynydd-y-Gader. Owen Glendower held a Welsh

Parliament at Dolgelley in 1404, and in the following year signed here his alliance with Charles VI of France. The town manufactures woollen goods, but it is chiefly noted as a tourist resort, owing to its singularly beautiful situation.

Railway Station. on the N. side of the river.

Hotels. GOLDEN LION, near the church; ROYAL SHIP, Queen Square, R. from 3/6, D. 4/6, pens. 12/6; TYN-Y-GROES, R. from 3/-, D. 5/-, pens. 12/6; EINION, GLYNDWR, temperance hotels. — Numerous *Boarding-Houses* and *Lodgings*.

Post Office, Queen Square.

Motor Coaches ply daily in summer to *Tal-y-Llyn* and *Corris*; COACH daily to *Dinas Mawddwy*; BRAKES to the Torrent Walk, the Precipice Walk, and Tyn-y-Groes.

Fishing. Good trout-fishing in the neighbourhood; for information, licences, etc., apply to the Dolgelly Angling Association. — GOLF COURSE at *Hengwrt*, 1 m. N.W.

From the railway station we cross a bridge (1638) and enter the town, which clusters round Eldon Square, the market-place, and the smaller Queen Square. The church of *St. Mary* was rebuilt in 1726 with the exception of the tower; it contains a recumbent effigy (14th cent.) of one of the Vaughans (Vychans) of Nannau (see below). The curfew is rung here nightly. The almshouses close by were founded by Bp. Rowlands in 1616. There are a few portraits in the *County Hall*, near the bridge. On the Penmaenpool road, W. of the town, are a quaint old pandy (*i.e.*, fulling-mill) and a group of old and picturesque cottages.

The environs offer attractive short walks in every direction, and, in addition to the longer excursions described below, most of those described under Barmouth (see p. 113) may be made from Dolgelley also.

The TORRENT WALK offers a round of 5½ m. (brakes, see above). Aran Street leads E. from the town to the Machynlleth road, from which we diverge to the left at (1¼ m.) a refreshment hut. In ¾ m. more we reach the gate (right) at the foot of the **Torrent Walk,** which ascends the mossy, fern-clad glen of the *Clywedog*, with its series of cascades. The whole is diminutive in scale, but the walk, 1 m. in length, ends with a pleasant vista downstream. On emerging at the top, we ascend a lane to the right to join the Machynlleth road, which leads back (to the right) to (2½ m.) Dolgelley. Or we may follow the Machynlleth road in the opposite direction (left) to (1 m. farther) the *Cross Foxes Inn* (p. 141), whence the old road (2¾ m.) leads back to the town. The public brakes from Dolgelley wait at the lower entrance to the walk, but carriages may be sent round to the upper end.

The PRECIPICE WALK, to the N., forms part of an interesting round of 6–7 m. (2½ hrs.). We cross the railway at the station and turn to the right along the Bala road, ignoring a footpath (shorter but intricate) which diverges on the left a little farther on. Bearing to the left at two successive road-forks, we reach (1½ m., left) the ivy-clad entrance to the drive of *Nannau Park* (800 ft.), formerly the seat of a branch of the ancient Vaughan family.

The beautiful house and grounds of Nannau (no adm.) lie between Moel Cynwch, on the W., and Moel Offrwm, on the E. An older house on this site

was the abode of Howel Sele, whose sympathies with the House of Lancaster brought him into enmity with his cousin, Owen Glendower. Pennant relates that Sele, while hunting, aimed a shaft at Glendower, who promptly slew him and hid the body in a hollow oak here known as the *Demon's Oak* or the *Haunted Oak*. This is 'the spirit's blasted tree' of Scott's 'Marmion' and an earlier ballad, and the 'hollow oak of demonrie' of Lord Lytton's 'Arthur.' It was destroyed by lightning in 1813, and its site is marked by a sundial (inscription).

Moel Offrwm (1328 ft.) or *Moel Orthrwm*, the 'hill of sacrifice' or the 'hill of oppression,' may be ascended hence in ½ hr. On the summit (good view of the Mawddach estuary) are the remains of a British camp. The hill is enclosed and there is no path, but permission to ascend is sometimes granted on application to the estate agent at the farm of Maes-y-Brynar (see below).

Taking the lane on the left, immediately beyond the entrance to Nannau, we proceed for ⅛ m., almost parallel with the drive, then cross it (left) and pass beneath an archway finished 'the day good King George III died' (Jan. 29th, 1820), to (½ m. S.W.) the farm of *Maes-y-Brynar*. A track leads hence to (½ m. N.) *Llyn Cynwch*, the reservoir of Dolgelley, a delightful tarn, wooded on its E. shore. The path skirts the W. shore of the tarn to its N. end, whence we enjoy a fine retrospective view of Cader Idris, with its distant cliffs mirrored in the water. A slightly uphill path hence (left) doubles the N. end of Moel Cynwch, and debouches above the narrow gorge of the Mawddach. This is the N. extremity of the ***Precipice Walk,** a path narrow in places but always safe, which skirts the very steep W. flank of *Moel Cynwch* (1068 ft.), some 800 ft. above the river. A steep winding track descends the wooded slope in the direction of the Tyn-y-Groes hotel (p. 106), but we continue S. along the main path (1 m.), with superb *Views, including the whole rock-face of Cader Idris, and the long reach of the Mawddach estuary as far as Barmouth. From the S. end of the Walk we may either round the end of Moel Cynwch to the farm of Maes-y-Brynar (see above), or descend S.W. to (1 m. farther) *Cymmer Abbey* (p. 106), and thence return by road to Dolgelley.

The New Precipice Walk, a round of c. 4½ m. from Dolgelley, is reached by a path starting opposite the church at Llanelltyd (p. 106) by which we ascend to the left past a farm to a disused tramway. The Walk, which commands splendid views of Cader Idris, the Arans, and the Mawddach estuary, runs for 500 yds. along the hill-side. We descend at the W. end to the Barmouth road and return to Dolgelley viâ Penmaenpool (p. 91).

Rhobell Fawr (p. 90) may be reached from Dolgelley viâ (3¼ m.) Bont Newydd station, see p. 90. — *Y Garn* (2063 ft.), one of the Llawllech group (see p. 106), may be ascended either from Llanelltyd or Tyn-y-Groes (p. 106) in 1½–2 hrs.

Longer Excursions from Dolgelley.

From Dolgelley to Barmouth, 9 m. by road, justly ranking as the most beautiful *Drive in Wales, especially at high tide. We follow the Towyn coast road as far as (2¼ m.) *Penmaenpool*, whence we cross the long wooden bridge (toll) and causeway at the head of the Mawddach estuary. At *Pen-y-Bryn*, on the opposite bank, we are joined by an alternative road from Dolgelley, viâ Llanelltyd, which is ¾ m.

longer but commands especially fine views of Cader Idris. We now skirt the N. shore of the estuary, with splendid views of the Cader Idris range, but the road runs somewhat inland before passing (4¼ m.) *Bont-Ddu* (Halfway House Inn), a picturesque hamlet at the foot of the glens which descend from the flanks of *Diphwys* (p. 91; ascended hence in c. 1½ hr.). On the hill N.E. of the village is the old-established St. David's gold and copper mine, reopened in 1919; and a little upstream, in a ravine, is a cascade. The road, now losing sight of the estuary, winds among rocky foothills, passing (6 m.; r.) the mansion of *Caer Deon* and a pretty modern church. Hydrangeas blossom freely here in late summer. At (7 m.) *Cytiau*, at the foot of another pleasant glen, we regain the shore; and thence to Barmouth the road runs beneath the Panorama Walk (p. 112). — 9 m. *Barmouth*, see p. 111.

FROM DOLGELLEY TO TYN-Y-GROES, RHAIADR-DDU, AND PISTYLL CAIN, 8 m. by road and footpath (brakes, etc., see p. 104). From Dolgelley station the Barmouth road is followed to the W., passing (1½ m., r.) the grounds of *Hengwrt*, the home of Robert Vaughan, the antiquary (d. 1667), whose famous MSS. are now preserved in the National Library at Aberystwyth (p. 144).

Just short of the bridge over the Mawddach (¼ m.) a farm-road diverges through a gate on the right for (½ m.) **Cymmer Abbey**, a Cistercian house founded by Gruffydd and Meredydd, lords of Merioneth, in 1198, and apparently the sole monastic establishment in the county. The name (pron. 'Kummer') means 'the meeting of streams,' in this case the Wnion and the Mawddach; but the abbey was known also simply as Y Fannor (the 'house of God'). The ruins (key at the adjacent farm) are of slight interest, but there are some remains of the church, and fragments of the humble domestic buildings have been incorporated with the farm. Pedestrians may include the Precipice Walk in their round from this point (see p. 105), or, avoiding the ascent, they may follow a pleasant by-road on the left bank of the Mawddach; in either case they cross the stream some 3 m. farther on.

Crossing the Mawddach by the main road (with beautiful views in both directions) we turn to the right at (¼ m.) *Llanelltyd*, an idyllic village in whose new churchyard rests Miss Frances Power Cobbe (1822–1904), an early Woman's Suffragist and a social and religious writer. The road now ascends the *Ganllwyd Gle*, following the right bank of the Mawddach, with a view of the Precipice Walk, across the valley, high up on the slope of Moel Cynwch. The road presently bends to the left at (2¼ m.) the confluence of the stream with the *Afon Wen*; on the right are the richly-tinted slopes of *Penrhos* (764 ft.), with the track from the Precipice Walk and Cymmer Abbey (see above). The picturesque and beautifully situated little *Tyn-y-Groes Hotel*, ½ m. farther on, is a favourite resort of anglers. The road goes on past the woods of *Dol-y-Melynllyn* and beneath (left) the rocks of *Craig-y-Cau*, a shoulder of Y Garn (p. 105), and crosses (½ m.) a bridge across the tributary *Ganlan*.

A digression should be made up the rocky and wooded glen of this stream to (¾ m.) the striking broken waterfall of **Rhaiadr-Ddu*, one of the many 'black falls,' especially impressive in spate. The steep footpath leading to the fall gives a fine retrospect of Rhobell Fawr.

Returning to the main road we follow it to (½ m.) *Pont-ar-Eden*, a bridge at the junction of the Eden with the Mawddach, a little short of the village of *Ganllwyd*, from which the whole valley is often named.

The main road, perhaps of Roman origin, goes on in a straight line N. up the valley of the Eden, across a somewhat dreary moorland, relieved only by the view of the Rhinogs (p. 115) on the left, to (7 m. farther) *Trawsfynydd* (p. 100).

We cross the Pont-ar-Eden and follow the rough lane which ascends the upper valley of the Mawddach, sadly marred by timber-felling, to (2 m.) the junction of the Mawddach with the *Cain*. On each of these streams, a little above the confluence, is a waterfall, but the adjacent scenery is sadly spoiled by the now abandoned buildings and débris of the Gwynfynydd gold-mine. This, and the Prince Edward mine near Trawsfynydd have been among the most productive of the Welsh gold-workings, and mining activity is still stimulated by occasional surface 'finds.' From the mine buildings we ascend the Cain stream (on the left bank), and reach in a few yards the cataract of ***Pistyll Cain,** 150 ft. high, well hidden in its devious glen, and one of the finest 'spouts' in Wales. The *Rhaiadr Mawddach*, a lower fall on the other stream, is spoiled by the mine-workings surrounding it.

From Pistyll Cain a cart-track goes on to (5½ m.) *Trawsfynydd* (p. 100), keeping more or less close to the Cain until it crosses it at (2 m.) *Pont-y-Llyn-Ddu*, whence it ascends the ridge in a N.W. direction. A little off the track, to the right, on the ascent from the bridge, are the *Llech Idris*, a menhir 10 ft. high, and the *Bedd Porius*, an inscribed gravestone of the 6th cent. or earlier ('Porius hic in tumulo iacit homo planus fuit').

A pleasant pedestrian route back to Dolgelley crosses the Mawddach by a bridge above the fall, descends its E. bank for c. 1 m., and then strikes E., over a miniature pass and past the solitary farm of *Dol-Frwynog* into (1 m.) the glen of the Afon Wen. Descending this stream to (4¾ m.) its junction with the Mawddach (p. 106), we regain Dolgelley either viâ Cymmer Abbey (p. 106), or by the Precipice Walk (p. 105), or we may make our way E. from the foot of the Afon Wen glen to (c. 1 m.) *Llanfachreth* (p. 91) and return to (4 m.) Dolgelley by the picturesque lane passing Nannau (p. 104).

From Dolgelley to the Abergwynant Valley, a round of c. 9 m. A steep lane diverging on the left from the Towyn coast road, about 1¼ m. beyond (2¼ m.) *Penmaenpool* (p. 91) and just short of a bridge over the stream, ascends the *Abergwynant Valley*, the scenery of which far excels that of the Torrent Walk (p. 104), while its views of Cader Idris are very fine. The lane passes a school, beyond which the valley narrows to a beautifully wooded glen. At (4¾ m.) the point

where the stream divides we hold to the right, and a little farther on we climb out of the glen, passing a chapel, and join (6 m.) the old road from Towyn to Dolgelley, 3 m. from the latter, which is reached viâ Llyn Gwernan (p. 109).

From Dolgelley by railway to *Barmouth* and to *Ruabon*, see Rte. 18, p. 91; by road to *Dinas Mawddwy*, see p. 136, and to *Towyn*, see p. 140.

***CADER IDRIS** (2927 ft.) is the 'chair of Idris' a giant variously celebrated by the bards as warrior, poet, and astronomer. Tradition has it that anyone sleeping for a night in the chair of Idris awakes either a poet or a madman, but the exact position of the actual seat is uncertain. Among the mountains of Wales Cader Idris, though excelled in height by many peaks, ranks next to Snowdon in popular favour, thanks largely to its accessibility, the beauty of its outline, the grandeur of its precipices, and the richness and beauty of its views. The main core of the mountain is formed by a ridge, 8–9 m. in length, and consisting chiefly of alternating bands of felspathic trap and slate. Culminating in *Pen-y-Gader* (2927 ft.) and steep on all sides, the ridge presents almost perpendicular walls of rock towards the N. with an average height of 900 ft. To the S., for the most part, it descends in abrupt grassy slopes to the Dysynni valley; but on that side the sheer *Craig-y-Cau* encloses, with Pen-y-Gader, one of the most remarkable cwms in Britain, with the dark and austere tarn of *Llyn-y-Cau*. Of the minor heights of Cader Idris *Mynydd Moel* (2804 ft.) is 1 m. E.N.E. of the summit, and *Tyrau Mawr* (2167 ft.), a peak which commands a view at least equal to that from Pen-y-Gader, is 2 m. W., beyond *Cyfrwy* (the 'Saddle'). To the N. of Pen-y-Gader is another deep cwm, in which lies *Llyn-y-Gader*. The narrow wall of rock, 1000 to 1200 ft. high, separating the basin of this lake from that of Llyn-y-Cau, is the most remarkable feature of the mountain. *Llyn-y-Gafr* lies N.E. of Llyn-y-Gader.

The *View from Cader Idris, which gains in extent by the comparative isolation of the mountain and in beauty by its nearness to the sea, is especially rich and varied on the N. side. Almost at our feet is the green upland valley traversed by the old road from Dolgelley to Towyn, beyond which the foothills, with their tarns, are broken by glimpses of the lovely Mawddach estuary. Beyond this the Llawllech range and the Rhinogs form a link with the loftier Carnarvonshire mountains, and the graceful Lleyn peninsula stretches away westward to Bardsey Island. Just to the right of Rhinog Fach may be distinguished the peak of Snowdon, to the right of which is Moel Siabod with the Carnedds farther in the rear. In the middle distance, as we look N.N.E., is the narrow Ganllwyd Glen, and farther to the right, in succession, come the Arenigs, Rhobell Fawr, Moel Famau, Bala Lake, the Arans, and the wide stretch of the Berwyns. To the E. and S., for the most part, stretches a crowded phalanx of indefinite hill-tops, among which may sometimes be distinguished the Breiddens (due E., in the far distance) and the hump of Plynlimon (S.S.E., much nearer). To the S.W. is the huge sweep of Cardigan Bay, from the mouth of the Dysynni at Towyn to St. David's Head, with Precelly Top. From the edges of the cliffs, to be approached with caution, there are fine downward glimpses of Llyn-y-Gader (N.) and Llyn-y-Cau (S.).

Ascent of Cader Idris.

There are three recognised direct ascents of Cader Idris from Dolgelley: by the *Bridle Path*, by the *Foxes' Path* (better for the descent), and by the *Aran Route*. But the finest ascent in many respects is by the *Llyn-y-Cau Route* (p. 110), on the S. side of the mountain, accessible from Dolgelley by road. The ascents from Barmouth and from Towyn are described on pp. 113, 141.

A good short round from Dolgelley is to ascend by the Bridle Path and descend by the Foxes' Path; better, but longer, is the ascent by the Llyn-y-Cau Route with a descent by the Foxes' Path. Lovers of long mountain walks may ascend by the Aran Route, traverse the whole ridge, and descend to Barmouth, where they may catch the evening train back to Dolgelley. Cader is not in the highest favour with rock-climbers, owing to the uncertain character of its holds; but Cyfrwy and the 'Great Gully' of Craig-y-Cau, flanked by the *Pencoed Pillar*, include some of the most difficult pitches in Wales. Refreshments are usually on sale in summer in a stone hut near the cairn on the summit.

A. Ascent of Cader Idris by the Bridle Path (5½ m.; 2½–3 hrs.). This, the simplest and most frequented route, follows at first the old hill-road from Dolgelley to Towyn, which diverges to the left from the main road just W. of the town and ascends fairly steeply, with good retrospective views of the Wnion valley. The incline presently becomes gentler, and we pass (2 m.; right) the reedy *Llyn Gwernan*, the high ground to N. of which commands the most comprehensive of all views of the great escarpment of Cader Idris. The Foxes' Path (see below) diverges to the left near the farther end of this tarn, but we continue to follow the old road for another ¾ m. to the farm of *Dyffrydan*, just short of the second of two little bridges. The bridle-path (well marked) diverges here to the left and rises steadily over broken ground, heading towards the green dip between Cyfrwy (left) and Tyrau Mawr (right). From the foot of the escarpment, steep but not precipitous at this point, we gain the ridge (1843 ft.; 40 min. from the Towyn road) by a series of zig-zags. Here, by two stone posts, we strike the route from Arthog and Barmouth (p. 113). The bridle-path continues straight on across the ridge and descends to *Llanfihangel* (4 m., see p. 141). We, however, turn to the left along the stony ridge, and climb steeply E. The path avoids the rough ground of the Saddle, but by keeping to the edge of the cliffs fine views may be enjoyed. In c. 1 m. from the bridle-path we pass a spring, whence a sharp ascent brings us to (1½ m.) the summit.

B. Ascent of Cader Idris by the Foxes' Path (4½ m.; 2–3 hrs.). This is the shortest route up Cader and commands remarkable views of cliff scenery at close quarters; but the last 900 ft. of the ascent, mainly over scree, is exceptionally steep and arduous, hence this route is better for the descent. From Dolgelley to (2¼ m.) the foot of *Llyn Gwernan*, see above. — Hence, opposite a solitary house, the footpath ascends to the left. The Cader cliffs presently come into full view, the Foxes' Path itself being plainly visible to the left of the summit. After crossing two small streams we reach (1¼ m. from Llyn Gwernan) the reedy *Llyn-y-Gafr* (1160 ft.),

or 'goats' lake,' whose lower end is skirted by the path, now indifferently marked. Bearing to the right and breasting a rough slope, we come to the foot of the larger *Llyn-y-Gader* (1831 ft.), the 'lake of the chair,' celebrated as a mirror of cliff and sky. Directly above it rises Pen-y-Gader, and the Foxes' Path, inclining here to the left, is now unmistakable among the screes. The scramble begins almost immediately, the angle of ascent being about 35°; and although there is no danger, the loose stones afford the worst of footing. A small watercourse will serve as guide for most of the way, and the track re-emerges on a grass slope near the top. Hence to the summit of Pen-y-Gader, with the cairn is a few minutes' rough walk to the right.

C. Ascent of Cader Idris by the Aran Route (5½ m.; 3–3½ hrs.), a pleasant and easy ascent but, since there is no regular path, to be avoided in misty weather. Leaving Dolgelley by the Dinas Mawddwy Road, we diverge to the right just beyond the Aran brook. The lane follows the stream fairly closely for about 1½ m., skirting a delightful wooded glen in a direction generally S.S.E.; but near a group of farm buildings it bends away to the left and becomes a poor track over the open hillside. *Gau Graig*, the long E. ridge of Cader, is now our objective; this is flanked on the Dolgelley side by swampy ground, which should be avoided by keeping first well to the left to gain the ridge, and then turning to the right for the easier ascent along it. The tiny *Llyn Aran* is seen far below on the right, at the foot of the cliffs, and beyond, nearly 1 m. away towards Dolgelley, *Mynydd-y-Gader* stands up, with the Giant's Nose, best seen in distant profile (comp. p. 112). Following the ridge to the W. we reach the summit of Mynydd Moel, the view from which is in some respects finer than that from Pen-y-Gader, and includes a glimpse of Dolgelley. Thence to the summit is an easy mile over rough ground; we are joined on the right by the Foxes' Path (see above) just before the cairn.

D. Ascent of Cader Idris by the Llyn-y-Cau Route (9¾ m. from Dolgelley, 2½ m. from Minfordd; 2½ hrs. climbing) is by far the finest ascent of Cader, but it is even steeper than the Foxes' Path and is marked by no continuous track. The walking distance may be reduced by driving to (7¼ m.) the farmhouse of *Minffordd*, while pedestrians may save a mile or two by the by-roads E. of the mountain (see p. 141, and above). A little beyond Minffordd a private drive (right) leads to *Dol-y-Cau*, once the house of Dr. Owen Pughe, the Welsh lexicographer (d. 1835); and hence we ascend by one of the two paths (that on the right perhaps the better) following the stream which issues from Llyn-y-Cau. At the top of the steep slope we turn to the left into the singular rock-basin enclosing *Llyn-y-Cau* (1548 ft.), the largest of the tarns on Cader Idris, overlooked by the sheer *Craig-y-Cau* (2617 ft.)

on the S.W., and by the peak of Pen-y-Gader on the N. We skirt the S. shore of the tarn beneath the cliffs of Craig-y-Cau, and where these give place to open fell, climb at once in as straight a line as possible (and with caution) to the left. There is no danger or difficulty in fine weather if we keep to the proper route ; if foothold becomes precarious or climbing difficult we are certainly going wrong. We emerge on *Bwlch-y-Cau*, between Craig-y-Cau (l.) and Pen-y-Gader (r.). Thence the way to the summit, although boulder-strewn (easier going on the left), is a plain walk of ½ hr.

E. Ascent of Cader Idris by the Tal-y-Llyn Route (12 m. from Dolgelley, 3½ m. from Tal-y-Llyn ; 2½ hrs. ascent), less strenuous but impressive, ascends from the S.W. corner of Tal-y-Llyn lake (p. 141) viâ (½ m.) the farm of *Rhiw'r-ogof*. Thence we breast the S. slope of the mountain, passing (right) *Cwm Ammarch*, with its encircling crags. Llyn-y-Cau (p. 108) presently comes into view, and the route thence to the summit is joined on the Bwlch-y-Cau (see above).

23. BARMOUTH

BARMOUTH (3559 inhab.), in Welsh *Abermaw*, is a popular summer resort situated on the N. side of the beautiful estuary of the Mawddach on a narrow strip of comparatively level land between the sea and the rugged S.W. end of the Llawllech range of hills. It possesses a broad and firm bathing-beach and enjoys a mild climate, and the railway embankment, though it intervenes awkwardly between the greater part of the town and the sea, affords some protection from the driving sand often raised by westerly winds on this coast. No coast-town in Wales has finer country at its doors, and this fact, together with its excellent railway facilities in three directions, fits it admirably as headquarters for excursions.

Railway Stations. *Barmouth*, in the town ; *Barmouth Junction*, on the other side of the estuary, at the S. end of the railway bridge (p. 91).

Hotels. Cors-y-Gedol, High St., first class ; Marine, on the seaward side of the railway ; Lion, R. & B. 8/, D. 4/, Barmouth, Midland, Richmond, Rose Hill, Royal, all in or near the main street. Private Hotels. *Min-y-Mor*, on the sea front ; *Hendre Hall*, on the Harlech Road. *Boarding-houses* and *Lodgings* are numerous, and are apt to be expensive in July-September.

Post Office, High St.

Motor Coaches provide a variety of tours in the season. Announcements are posted in prominent places. — Motor Launches ply several times daily to *Penmaenpool* (5/ return), and every 15 min. to *Arthog* (Sun. included ; 1/ return).

Amusements. *Boating*, *Bathing*, *Tennis*, and *Bowling* are well provided for. — Golf Course (9 holes ; 2/ per day, 7/6 per week) at Fairbourne (p. 142), reached by ferry to Penrhyn and thence by tramway (6*d.*) or by railway direct.

The High Street, with some of the principal hotels, runs parallel to the railway on its landward side, and above it, tier above tier against the cliff, cluster the houses of the old town. The *Public Library*, near the station, includes a news-

paper reading-room and 3000 volumes bequeathed by the late Frances Power Cobbe (p. 106). The church of *St. John*, on the hill behind the station, is a handsome modern building (1889-90), with a remarkable angel font and a massive central tower. On the hill above St. David's Church, at the S.E. end of the High Street, are *St. George's Cottages*, belonging to the Guild of St. George founded by Ruskin in 1871: "the first bit of ground—noble crystalline rock, I am glad to say—possessed by St. George on the island" (*Fors Clavigera*). The house called *Ty-Gwyn* (rebuilt), on the quay just south of St. David's, is said to have been used by a lord of Cors-y-Gedol when plotting with Jasper Tudor, Earl of Pembroke and uncle of Henry VII, for the invasion of England.

The loveliness of the immediate environs of Barmouth is perhaps best appreciated from the RAILWAY BRIDGE which crosses the Mawddach estuary S.E. of the town. This wooden bridge, 800 yds. long, with an iron drawbridge at its N. end, where the navigable channel hugs the shore, includes a footway which serves as an admirable promenade (toll 1*d.*, weekly ticket 6*d.*, cycles 1*d.*, motor cycles 3*d.*).

The *View of the estuary is superb, especially when the tide is full, when, in the words of Mr. A. G. Bradley, "a blue lake, somewhat less than a mile wide in most parts, and some half a dozen in length, winds between steep shores where rocky crag and wild woodland alternate with the rich luxuriance spreading round the country houses that nestle in the bays." Wordsworth, who visited Barmouth in 1824, considered that the "sublime estuary" might "compare with the finest of Scotland." On the right appears the whole range of Cader Idris (p. 108) from Tyrau Mawr, the nearest and most prominent peak, to Pen-y-Gader and Mynydd Moel, on the left. Among the lower hills between the cliffs of Cader and Dolgelley may be distinguished the upturned profile of the 'Giant's Nose' (p. 110). Much more distant, beyond the head of the estuary, appear Aran Mawddwy on the right, the highest peak in sight, and Aran Beallyn on the left. Again to the left are the lower and nearer summits of Moel Offrwn and Rhobell Fawr, the latter seen above the shoulder of Y Garn. To the N. the chain of the Llawllech hills is seen with the rounded Diphwys, the culminating peak, in the middle distance. Looking N.W. across the bay we have an admirable view of the Lleyn peninsula (p. 120) with its graceful line of hills.

The cliff of *Dinas Oleu*, immediately above Barmouth, has been presented to the National Trust for Places of Historic Interest or Natural Beauty, while *Carreg-y-Gribin*, nearer the estuary, has been purchased by the town council; so that there is now freedom of access over the whole hillside, with its numerous paths and beautiful views.

The PANORAMA WALK is reached in ½ hr. from Barmouth by following the Dolgelley road to the farther end of Porkington Terrace, where (guide-post) *Panorama Lane* branches steeply upward to the left (to Diphwys, see p. 91). At a fork we keep to the right, and ½ m. farther on bend back a little, turn to the right through a gap, and reach the lodge at the entrance to the **Panorama Walk** (adm. 1*d.*), which undulates along a steep slope, 200–500 ft., above the estuary. The view as a whole is even finer than that from the railway-bridge, and from different standpoints its parts are seen in a series of successive pictures. We may descend the steep lane from the lodge to the Dolgelley road (p. 106), and either return along it to (2 m.) Barmouth, or go on to (4¾ m.) Penmaenpool (p. 91).

On the road to Harlech, 1¾ m. N. of the town, is LLANABER CHURCH, the mother-church of Barmouth, dedicated to St.

Bodvan, and delightfully situated almost on the "beached verge of the salt flood." Owing to the slope of the ground the floor is on different levels, five steps leading up from the nave to the chancel and four more to the sanctuary. The building, dating from early in the 13th cent., is characteristically dark but the work is unusually elaborate for this remote corner of Wales (*e.g.* the chancel and the S. doorway with its prodigality of clustered shafts), and presents some peculiarities, notably the single E. lancet and the outer doorway of the porch. The alms-chest exhibits old iron-work, and in the N.W. corner of the church is a stone inscribed 'Calixtus Monedo Regi,' mentioned by early writers on Wales but of unknown provenance. The return journey may be made by footpath across the hills to (3 m.) a lane leading to the Panorama Walk.

Ascent of Cader Idris from Barmouth (8 m. in 4 hrs.; the walk may be shortened to 5½ m. by taking the train to Arthog). We cross the railway bridge and follow the main road to the left as far as (2¾ m.) *Arthog* (p. 91). A guide-post in the middle of the village indicates the lane leading to Cader Idris. This ascends at first through a wood, and our track presently diverges on the left leading to a bridge across a stream, on the farther bank of which are traces of *Llys Bradwen*, the 12th cent. mansion of the chieftain Ednowain ap Bradwen. Walkers bound for Cader, however, do not cross the bridge, but go on upstream along the left bank past (½ hr. from Arthog) the farm of *Pant-y-Llan*, less than ½ m. beyond which we reach the old Dolgelley-Towyn road. A short distance along this road, to the left, and opposite the solitary house of *Hafod-y-Fach* (791 ft.), a gate on the right gives access to a track leading upward to the open hillside. A little farther on a steep climb (the stiffest part of the ascent) lands us on the top of the escarpment a little W. of Tyrau Mawr (p. 108). The track for the main peak now leaves the cliff-edge, and skirts the S. slope of Tyrau Mawr, but rejoins it a little farther on (2¼ hrs. from Arthog) and in c. another ¾ m. reaches two stone posts, where the pony track from Dolgelley comes up steeply on the left. Thence to (1½ m.; ¾ hr.) the summit, see p. 109. The view is described on p. 108. — A little farther on in Arthog village another lane (guide-post) ascends to (½ m.) *Arthog Falls* and (1¾ m.) the *Llynau Crogenen* (see p. 91).

The Ascent of Diphwys is best made viâ *Penmaenpool*, returning to Barmouth viâ the *Bwlch-y-Rhiwgyr*, see p. 91.

Many other excursions may be made from Barmouth, with the aid of the railway, which brings within the compass of a day's expedition various points of interest described under Penmaenpool (p. 91), Dolgelley (p. 105), Bont Newydd (p. 90), Llanuwchllyn (p. 90), Dyffryn (p. 114), Llanbedr (p. 115), Harlech (p. 116), Towyn (p. 140), etc. — In summer, with the aid of the morning and evening trains, good walkers will accomplish even longer excursions, for which the chief centres are Dinas Mawddwy (p. 135), Arenig (p. 100), Bala (p. 97), and Portmadoc (p. 117).

From Barmouth to *Dolgelley*, *Llangollen*, and *Ruabon*, see Rte. 18; to *Harlech*, *Portmadoc*, and *Pwllheli*, see Rte. 24; to *Towyn*, *Aberdovey*, *Dovey Junction* (for *Aberystwyth*), and *Machynlleth*, see Rte. 30.

24. FROM BARMOUTH TO PWLLHELI

31¾ m. CAMBRIAN RAILWAY in 1½–1¾ hr. (7/7, 4/8½).

ROAD, 40 m. 11 m. **Harlech** (p. 116). Beyond (15 m.) *Talsarnau* (p. 117) we follow the Ffestiniog road to (20 m.) **Maentwrog** (p. 102), where we cross the bridge and turn to the left for (24 m.) *Penrhyndeudraeth* (p. 117). — 27 m. **Portmadoc** (p. 117). — 32 m. *Criccieth* (p. 118). — 36 m. *Afonwen* (p. 119). — 40 m. **Pwllheli** (p. 119).

Barmouth, see Rte. 23. The railway, skirting the shore of Barmouth Bay, enters the district of *Arduduwy*, the narrow tract of country between the mountains and the sea, which formed a natural stronghold and was always a rallying-ground of Welsh patriotism. It contains numerous megalithic remains and marks of Roman occupation. — On the left, ahead, appears the graceful distant outline of the Lleyn peninsula, and on the right are the comparatively dull W. slopes of the Llawllech range (p. 91). Llanaber Church (p. 112) is passed on the right, c. 2 m. from Barmouth.

5 m. *Dyffryn*. The village (Cromlech Inn), with a golf-course and two fine dolmens, lies ½ m. S.E. The neighbourhood abounds in prehistoric antiquities. Col. Jones (p. 116) is buried in the parish churchyard of *Llanenddwyn*, near the station. The broken line of rocks exposed on the coast here at low tide is known as *St. Patrick's Causeway* ('Sarn Badrig'), and is fabled to be a road which once led to the Lowland Hundred (comp. p. 140).

From Dyffryn village the Barmouth road leads S. to (1 m.) *Llanddwywe*, in the church of which is an interesting chapel begun by Gruffydd Vaughan of Cors-y Gedol in 1615, with a monument of its founder; both are ascribed to Inigo Jones. From the lodge opposite the church a private drive (fine seaward view), nearly a mile long, ascends to *Cors-y-Gedol*, the ancient seat of an extinct branch of the Vaughan family. The mansion (1592–3; no adm.) has been largely remodelled, but a gate-house (1630) is said to be of Inigo Jones's design. Skirting the house and outbuildings we reach (600 yds. S.E.) the fine dolmen known as *Coetan Arthur*, or 'Arthur's Quoit,' hurled, according to legend, from the summit of Moelfre, on the N.E. — The path goes on S.E. along the hillside, crossing the *Ysgethin* near the farm of *Pont-fadog*, and we ascend the stream to the point (1 m. farther) where its valley narrows. Here, on the right, is the little *Llyn Irddyn* (1029 ft.), on the W. slope of the Llawllech range (p. 91), and on the left is *Craig-y-Ddinas* (1164 ft.), a spur of Moelfre, crowned by a singularly interesting example of an early hill-fort. By proceeding upstream we may penetrate into wilder country, reaching in succession (1½ m.) *Llyn Bodlyn* (1245 ft.), enlarged to form a reservoir for Barmouth, and (1 m. farther) *Llyn Dulyn* (2100 ft.). Thence to Y Llethr and the Rhinogs, or viâ Diphwys to Dolgelley or Barmouth, see p. 91.

From the bridge over the Ysgethin an alternative route skirts the hillside due S. to (1 m.) *Pen-y-Ddinas*, with a British camp, commanding a distant view of Snowdon. About ½ m. S.E. of this point, across the *Cemmant Egryn*, are the two remarkable *Carneddau Hengwm*, one of which is the finest example in Wales of a neolithic chambered tumulus. By descending the stream thence for 1 m. we regain the main road near the farm of *Egryn Abbey*, at which are a few remains of a forgotten religious house (3½ m. from Barmouth, 2¼ m. from Dyffryn station).

From Dyffryn to (7½ m.) *Bwlch Drws Arduduwy*, with the ascent of *Moelfre* (1932 ft.), see p. 116.

On the right, as the train proceeds, are the Rhinogs, with Moelfre in the foreground, and on the left the broad marsh of *Morfa Dyffryn* extends to the sea.

8 m. *Llanbedr & Pensarn.* The hamlet of *Pensarn* is close to the station; but **Llanbedr** (*Victoria Hotel*) is ¾ m. S., on the *Artro*, one of the best trout and sewin streams in Wales, though the banks are much overgrown. The peninsula of *Mochras*, 2¾ m. W.S.W. by a circuitous road (brake thrice daily in summer, 1), an island at high tide (boats for hire), is noted for its variety of shells (200 species). On both sides of the river-mouth are firm sands for bathing, but the current is treacherous. To the S. extends Sarn Badrig, see p. 114. There are good dolmens ¾ m. N.E. of the station and 1 m. S.S.E. of the village respectively, and two menhirs stand in a field on the right of the road leading to the village from the station.

From Llanbedr Station to Llyn Cwm Bychan, the Roman Steps, and Bwlch Drws Ardudwy, 17½ m., circular route by road and footpath, an excursion including some of the wildest and most beautiful scenery in N. Wales. Brakes ply in summer from Llanbedr Station to Llyn Cwm Bychan, and there is a conveyance also from Maes-y-Garnedd to Llanbedr; by means of these the round may be reduced to 8 m. of very rough walking. Traps may be hired at the Victoria Hotel; tea is supplied at farmhouses but there is no wayside inn. From (¼ m.) *Llanbedr* the lane ascends the shady valley of the Artro, which is presently joined (1¾ m.) by the *Nant-Col*, descending from the S. slope of the Rhinogs. Here diverges (right) the road leading to Bwlch Drws Ardudwy (6 m.), by which we shall later return. The bridge at (2½ m.) *Pen-y-Bont* is a starting-point for the easiest ascent of Rhinog Fawr (2362 ft.; 2 hrs.), a mountain remarkable for its chaos of enormous tumbled boulders, which rises to the E., and commands a striking *View of Snowdon and Cader Idris. The peak is now continuously in view on the right. Vehicles generally go no farther than (4¾ m.) the farmhouse of *Dolwreiddiog* (rfmts.), whence a rough road continues past (5½ m.) the foot of the lake to a second farm (*Cwm Bychan*; rfmts.) c. ½ m. beyond its head. **Llyn Cwm Bychan** (505 ft.), a tarn of singular beauty, enclosed by steep heathery slopes, is dominated on the S. by the echoing cliffs of *Craig-y-Saeth*. Visitors who do not make the whole round should go a little beyond the head of the lake in order to appreciate the wild valley which here penetrates into the heart of the Rhinogs.

We ascend this valley (precise directions as to route should be sought at the farm) to (6½ m.) the foot of the ***Roman Steps,** a remarkable staircase, or series of broken flights, formed of flat unhewn slabs of rock, edged with smaller uprights. These are variously attributed to Cymric, Roman, and mediæval industry, but their origin remains obscure. In wet weather they become a watercourse. From the foot an indistinct track (to be avoided in misty weather), diverging to the S., leads past the lonely *Llyn Glowllyn* (large trout) to the summit of Rhinog Fawr. — As we climb the Roman Steps, within a heathery defile narrowing towards the summit, a brief detour (left) leads to *Llyn-y-Morwynion*, one of several lakes 'of the virgins' (comp. p. 102), a charming and sequestered lakelet. Beyond the head of (7¾ m.) the craggy *Bwlch Tyddiad* (1294 ft.), the steps continue for some distance towards Trawsfynydd (comp. p. 100). Arenig Fawr is well seen in front as we descend from the pass, but we presently diverge by a track on the right, indicated by white arrows painted on the rocks. This skirts the E. slope of Rhinog Fawr for a mile, and joins a second track coming up from Trawsfynydd, by which we bear to the right into (9¾ m.) the famous defile.

***Bwlch Drws Ardudwy** (1255 ft.), 'the pass of the gate of Ardudwy,' forming a deep notch in the rugged mountain-wall of the Rhinogs, is one of the most impressive scenes in Wales. Rhinog Fawr rises very steeply on the N. side, but *Rhinog Fach* (2333 ft.), to the S., is easily ascended from here, and commands good views, limited on the N. by its great neighbour. Thence to Y Llethr, Diphwys, and Barmouth, or Bont-ddu, see pp. 91, 106. — We descend by a

rough path, crossing the marshy source of the Nant-Col, to (11¾ m.) the farmhouse of *Maes-y-Garnedd* (rfmts.), which was the birthplace of Col. John Jones, the brother-in-law of Cromwell, executed as a regicide in 1660. Below this (c. 13½ m.) a lane diverges on the left, leading to (3¾ m.) the station of *Dyffryn* viâ the lower slopes of *Moelfre* (1932 ft.), with its hill-fort and stone-circles (ascent in 1 hr.). The main track, however, descends the open valley of the brawling Nant-Col as far as (15¾ m.) its junction with the Artro. — Thence to (17½ m.) *Llanbedr* station, see p. 115.

10½ m. **HARLECH** (*St. David's*, near the golf-links, D. 5/. pens. 16/6; *Castle*; *Lion*; *Queen's*), the ancient capital of *Merionethshire*, now scarcely more than a village (1006 inhab.), is built on a spur commanding the wide marshy expanse of Morfa Harlech, from which the sea has receded. The ruined castle and the views of the Carnarvonshire mountains are the principal attractions of Harlech. The sea is ½–¾ m. distant from the town, and to the N.W., where the marsh is fringed by low dunes, is the excellent golf-course of the St. David's Club (18 holes).

***Harlech Castle** (adm. 4*d.*), rising four-square some 200 ft. above the level marshes, on a 'huge crag platform,' the 'bold rock' from which it is named, enjoys a noble situation, with extensive views, and is itself conspicuous for many miles. It is a singularly complete and well-preserved example of the Edwardian system of concentric fortification.

History. Founded by Edward I in 1285 (one of the conqueror's six castles in Wales, comp. p. 60), the fortress was taken by Glendower in 1404. Margaret of Anjou took refuge here in 1460, after the battle of Northampton. It was the stubborn defence of this castle by Dafydd-ap-Ieuan against the Yorkist siege of 1468 that inspired the famous national song, 'The March of the Men of Harlech.' The castle, the last Welsh fortress held for King Charles, fell to the Parliamentary forces under Col. Jones in 1647, but it seems never to have been formally dismantled, and its present condition is due mainly to natural decay. The ownership is vested in the Crown.

Crossing the deep ditch and traversing the outer enceinte, we enter from the E. (or town) side by a small doorway flanked with bartisan towers. Here, as at Caerphilly, the outer line of defence consists rather of a revetted terrace with a breastwork than of a well-developed wall. There is here, moreover, though on the N. and W. sides only, a third line of defence following more or less the edge of the rock, and enclosing a third outer ward of irregular shape. In the N. part of this outermost W. wall, and communicating with a postern in the N. curtain of the outer ward, is an opening that was possibly a water-gate, if the tide ever washed the rock of Harlech. The two main gateways, in the outer and inner defences respectively, face each other, and there is no attempt here, as at Denbigh and Beaumaris, to enforce a perilous oblique approach upon assailants. The Inner Ward is roughly oblong, enclosed by curtains 40 ft. high, with a round tower at each of the four corners; and the rampart walk is corbelled out across the flattened inner faces of these towers, which are crowned by circular watch-turrets. It is entered (see above) by a large and important gate-

house, with two round towers to the field, and two small drums at the inner corners. This seems to have served as a dwelling for the governor, and includes a small oratory that was also a portcullis chamber. On the farther side of the great court were the hall, the kitchen, and the chapel.

The *View from the battlements, one of the most famous in Wales, includes a superb panorama of the Carnarvonshire mountains, from Mynydd Rhiw, near the extreme W. end of the Llevn promontory, past the successive summits of Carn Fadryn, the Rivals, the Bwlch Mawr group the Carnedd Goch group, Moel Hebog, the peak of Snowdon, the Glyders, Cynicht, and the two Moelwyns, to the bulky Manods at the head of the Vale of Ffestiniog. Snowdon in particular, with the double peak of Lliwedd to the right of it, is seen to supreme advantage.

From Harlech to Llyn Cwm Bychan, 4½ m. by road and footpath (6 m. by carriage-road). We follow the lane which runs uphill from the castle past the post-office. Walkers turn to the left at (1 m.) the cross-roads, and at (1¾ m.) the next fork bear to the right. Carriages go on as far as (3 m.) the road from Llanbedr to Cwm Bychan, where they turn to the left. — 6 m. *Llyn Cwm Bychan*, see p. 115.

For *Moel y-Senigl* (1019 ft.), a viewpoint 2 m. E. of Harlech, we turn to the left at (1¾ m.) the above-mentioned road-fork. Traeth Bach, at the head of the bay, and the whole coast line from Bardsey Island to Pembrokeshire are added to the view of the mountains.

The railway now crosses the flat expanse of *Morfa Harlech.* — 13¾ m. *Talsarnau* (Ship Aground) is a hamlet near the shore of the beautiful estuary known as *Traeth Bach.* At the head of the estuary the line makes a sweeping curve to the left, crossing the *Dwyryd*, with a fine vista on the right of the Vale of Ffestiniog. — From (16 m.) *Penrhyndeudraeth* (*Griffin; Osmond), a scattered quarrying-village, a coach runs daily in summer to Tan-y-Bwlch and Maentwrog (p. 102). The station on the 'Toy Railway' (p. 118) is ½ m. N. of the Cambrian station. Motor to Beddgelert, see p. 83. — At (17 m.) *Minffordd* the 'Toy Railway' crosses the Cambrian line, and passengers for Blaenau Ffestiniog, etc., change here. — We traverse the reclaimed Traeth Mawr (p. 74) and, midway across it, the river *Glaslyn.* A little to the S. is the embankment (p. 74), and to the N. we obtain a superb *View of Y Wyddfa, the central peak of Snowdon, at the head of the valley beyond Beddgelert. The mountain is flanked by Moel Hebog (left) and the striking cone of Cynicht (right). We now enter *Carnarvonshire* (p. 14).

19¼ m. **Portmadoc** (*Rfmts.; Royal Sportsman*, R. 4/6, D. 5/6; *Queen's*, both near the Cambrian Station), the shipping-port for the slate industry of Ffestiniog, is a seafaring and industrial town (4185 inhab.) situated on the small remaining fragment of Traeth Mawr. It is overlooked on the W. by the abrupt but pleasantly-wooded *Moel-y-Gest* (861 ft.; views); and beyond the railway on the N. is Tremadoc (p. 74). Both Portmadoc and Tremadoc were created by the enterprise of Mr. Madocks (comp. p. 74). From a tourist standpoint Portmadoc is important only as the terminus of the Blaenau Ffestiniog 'toy railway' (see p. 118), and as a starting-point for coaches to Beddgelert and Snowdon.

About 1¼ m. S., on a miniature bay, is the boating and bathing village of *Borth-y-Gest*, with an 18-hole golf-course.

From Portmadoc to Blaenau Ffestiniog, 13½ m., narrow-gauge railway in 1 hr. (3/9½, 2/11). This 'Toy Railway,' one of the earliest of its kind (opened for slate-quarrying in 1836 and for passenger traffic in 1869), has a gauge of only 2 ft., and is skilfully engineered, the total rise of 700 ft. between Portmadoc and Blaenau being overcome with a maximum gradient of 1 in 68. Laden slate-trains travel down it by force of gravitation. Some of the first-class carriages are open and afford the best views (beyond Penrhyndeudraeth on the right); but passengers are specially warned against leaning out. — The trains start from a station at the S. end of Portmadoc, ¾ m. from the Cambrian station, and traverse the embankment (see p. 74) side by side with the Ffestiniog road, commanding a *View of Snowdon (see p. 117). — At (2 m.) *Minffordd* we cross the Cambrian line, and here passengers with luggage may change more conveniently than at Portmadoc. — 3¼ m. *Penrhyndeudraeth* (p. 117; station N. of the village). Road thence to *Beddgelert*, see p. 84. — We now ascend the N. slopes of the Vale of Ffestiniog, with pretty glimpses of the Dwyryd estuary and river below us on the right. Beyond the mansion of *Plas* (p. 103), opposite which is Maentwrog (p. 102), at the foot of a rocky scarp, the railway describes a remarkable curve, at the head of which is the station of (7½ m.) **Tan-y-Bwlch** (400 ft.), 1 m. from the *Tan-y-Bwlch Hotel*, or *Oakeley Arms*, a pleasantly situated house of old standing, and 1½ m. from *Maentwrog* (p. 102). From Tan-y-Bwlch to *Beddgelert*, see p. 84. Ascent of *Moelwyn* and *Cnicht*, see p. 103. Farther on Ffestiniog village (p. 101) comes into view on the opposite edge of the vale. — Beyond (9¾ m.) *Dduallt* (no village) we pass through a tunnel ¾ m. long, and when we emerge the lower and richer part of the valley, or Vale of Ffestiniog proper, is no longer in sight. Instead, on the left, are the rocky slopes of Moelwyn, conveniently ascended from (11¾ m.) *Tan-y-Grisiau* (630 ft.; p. 85). The twin Manods are conspicuous across the valley. At (12¾ m.) the L. & N.W.R. station of *Blaenau Ffestiniog* (p. 103) passengers for the Bettws line change trains. Others go on to (13 m.) the G.W.R. station, the junction for Ffestiniog and Bala. The terminus of the 'toy railway' is at (13½ m.) *Duffws*, among the slate-quarries.

From Portmadoc to *Beddgelert*, see p. 74 (coach once and motor four times daily in summer).

Beyond Portmadoc the Cambrian line runs inland for some distance behind Moel-y-Gest, and then returns to the coast.

24¼ m. **Criccieth** (*George*, High Street, R. 6/, D. 5/6; *Marine*, near the Castle, R. 4/, D. 5/; *White Lion*), pron. 'Cricketh,' is a pleasant little watering-place (1886 inhab.), much frequented for its genial air, sea-bathing, and admirable views of Cardigan Bay. The town is of some antiquity, and the *Castle* (open 9 to sunset; adm. 1*d*.), perched upon a green hill projecting from the sea-front, was rebuilt by Edward I in 1285 (comp. p. 60). The ruins of the rather small concentric castle consist mainly of the curtain enclosing the irregular inner ward, and the bold N. gate-house, flanked by drums. The view includes a wide panorama from the Lleyn promontory past Moel Hebog and the Moelwyns to the long sweep of Merionethshire hills across the water including the Rhinogs, the Llawllech range, and the E. end of the Cader Idris ridge with Arenig in the distance, and Harlech Castle on the margin of the bay. Conspicuous on the hill behind the town is 'Brynawelon,' the residence of the Rt. Hon. D. Lloyd George. Also N. of the town is an 18-hole golf-course. — A brake runs daily in summer from Criccieth to (11 m.) *Beddgelert* (p. 82).

At *Llanystumdwy*, 2½ m. W. of Criccieth, is *Gwynfryn*, the seat of the Nanney family, to which Shelley removed in 1813 after the 'Tremadoc incident' (p. 74). Mr. Lloyd George was educated at the church school of Llanystumdwy. — About 2 m. E. of Criccieth is *Treflys*, where an inscribed stone with the rare Chi-Rho (XP) monogram (p. 57), indicating the very early preaching of Christianity here, was discovered in 1904. — At *Ystum-Cuddiedig*, 2½ m. N., and at *Cefn Isaj*, 2½ m. N.N.W., are dolmens. — The finest walking routes from Criccieth to (9–10 m.) Beddgelert are over the summit of (7½ m.) *Moel Hebog* (2566 ft.; p. 84), or viâ (6½ m.) *Llyn Cwm Ystradlyn* (full of trout), at the foot of the mountain, and (8½ m.) the *Aberglaslyn Pass*. A third mountain road (unfrequented) ascends the *Dwyfawr* valley to (4 m.) *Dolbenmaen* and (6 m.) *Llanfihangel-y-Pennant*, whence the ridge is crossed N.E. to (11 m.) *Beddgelert* (p. 82).

The railway now skirts the N. coast of Cardigan Bay. On the right is the village of Llanystumdwy (see above). — 27½ m. *Afonwen* (Rfmts.) is the junction for the L. & N.W.R. line to Carnarvon and Bangor (p. 63), and offers a splendid panorama, including the whole range of the Carnarvonshire and Merioneth mountains from Llwyd Mawr (N.) to Cader Idris (S.E.). — The little church of (30¼ m.) *Abererch*, the next station as we continue along the coast, has some interesting misericords and poppy-heads.

31¾ m. **PWLLHELI,** 'the salt-water pool,' pron. 'Poolthelly' (*West End*, R. 7/, D. 5/; *South Beach*, on the sea-front; *Victoria*, near the sea; *Tower*, *Crown*, *Whitehall*), the terminus of the railway, is a plain and old-fashioned borough and market-town (3811 inhab.) situated on an almost land-locked harbour. The borough received its first charter under the Black Prince. Nearly a mile distant (tramway), on Cardigan Bay, is the modern watering-place, slow in growth, with a long esplanade, opened in 1890, flanked by two small clusters of houses known as *West End* and *South Beach*. The sands of Pwllheli are reputed the finest in Wales, and they command a splendid view of the Merionethshire hills across the bay. Beyond West End is an 18-hole golf-course; and at the end of the narrow spit of land E. of South Beach, is the *Carreg-yr-Imbill*, or 'Gimlet Rock' (view).

From West End a tramway goes on past the golf-links to *Llanbedrog*, 3½ m. W. (cars every ¼ hr.; 6*d.*, return 1), a picturesque nook on the shore beneath the bold and wooded promontory of *Mynydd Tir-y-Cwmwd* (433 ft.). The church has a 15th cent. rood-screen and some fragments of Perp. glass. On the slope of the headland is *Glyn-y-Weddw*, formerly a private mansion, and now open to the public (adm. 6*d.*, catalogue 6*d.*; rfmts.), with an art-gallery of about 400 paintings and engravings, including pictures by Landseer, Turner, David Cox, and Teniers. The grounds form a pleasure-garden of 50 acres. The name of *Pig Street*, the road running inland through Llanbedrog, is said to be a corruption of 'Pig-ystryd,' a Roman road leading to a pass.

The *Rivals* (p. 122) may be ascended from Pwllheli viâ (7 m.) *Llanaelhaiarn* (motor-omnibus on Wed. only, p. 123).

From Pwllheli to *Nevin*, to *Aberdaron*, and to *Abersoch* (Lleyn Peninsula), see Rte. 25.

25. THE LLEYN PENINSULA

The **Lleyn Peninsula,** or more correctly *The Llevn* (pron. 'Thleen'), which itself means 'peninsula,' the S.W. spur of Carnarvonshire, 24 m. long by 5–10 m. wide, is washed on the S. by Cardigan Bay and on the N. by Carnarvon Bay. In distant outline it appears as a graceful billowy line of hills; and it consists mainly of well-wooded country broken by isolated groups of hills which increase in height from S.W. to N.E. and culminate in the Rivals (1849 ft.). The general aspect of the peninsula, with its white thatched cottages, redolent of peat-fires, and roadside patches of moor interspersed with bog, is not unlike that of rural Ireland; and the resemblance is sustained by the strong national character of the peasantry (extending here to an almost universal ignorance of English). Black cattle are extensively reared. The antiquarian and historical interest of the Lleyn is considerable, for after the Druids and other Britons had left their mark, the Romans worked the lead mines, and the pilgrims and missionaries of later centuries set up many shrines. There is no railway beyond Pwllheli (see p. 119), the market and business centre of the Lleyn; but a good service of motor coaches plies on the principal roads. The rock-bound coast is exceptionally dangerous to mariners, who have fostered the legend that ships' compasses are deflected by the magnetic rocks of the Rivals.

A. From Pwllheli to Abersoch, 7 m., motor-omnibus twice or thrice daily, except Sun., in 35 min. (1/); tramway to Llanbedrog). The road runs S.W. to *Llanbedrog* (p. 119) and afterwards skirts the landward slopes of the headland. As we descend to the coast the twin green islands of *St. Tudwal* are seen ahead, beyond St. Tudwal's Road. — 7 m. **Abersoch** (*Vaynol Hotel; St. Tudwal's*) is a picturesque little watering-place at the mouth of the tortuous *Soch*, with a handful of modern villas and a 9-hole golf course. The W. island of St. Tudwal, with a lighthouse, may be visited hence by boat. About 1½ m. S.W. is *Llanengan*, overlooking Porth Nigel (see below), with an interesting 15th cent. church. This consists of two parallel naves, each crossed by a good rood-screen, one of which preserves a richly-carved *Loft. Noteworthy also are the tower and chimes, the six old return stalls, the massive 17th cent. altar-rails, the 'dug-out' chest with a money-slit. — Farther S. (3½ m. from Abersoch) is *Penkilan Head*, with good coast scenery.

B. From Pwllheli to Aberdaron, 16½ m., motor-omnibus twice or thrice every weekday in 2 hrs. (2/). At first following the Nevin road (see p. 121), we diverge to the left at (2 m.) *Efail-Newydd*, over (6 m.) the miniature pass to the S. of the conspicuous *Carn Fadryn* (1217 ft.). The hill-road (followed by some omnibuses), which leaves the main road near the top of the pass, passes near (7½ m., right) the pretty village of *Llaniestyn*, which has an interesting old church, and joins the lower road just beyond (9 m.) *Bottwnog*. From the top of the pass the motor-road descends the picturesque glen of *Nant Bodlas* or *Nanhoron*, and beyond (10½ m.) *Sarn Meyllteyrn* (Penrhyn Arms), in the wooded upper valley of the Soch, ascends again, skirting the N. flank of *Mynydd Rhiw* (965 ft.). From (12 m.) the highest point (406 ft.) of a plateau, a lane diverges (l.) for the village of *Bryngroes*, where the little

church contains some curious wooden memorials (17th cent.) to the Trygarn family, and a font-bowl that was possibly once the socket for a cross. The sea comes finely into view at first on the right, then on the left, as we descend towards the head of the narrowing promontory. The small and primitive fishing-hamlet of (16½ m.) **Aberdaron** (*Ty Newydd*, R. 3/6, D. 4/; *Ship*), 'the remotest village in all Wales,' stands on a cove in the deep recess of Aberdaron Bay. It is chiefly remembered for its association with Richard Roberts Jones (1780–1843), called 'Dick of Aberdaron,' a strange vagabond and self-educated linguist, said to have spoken 35 languages, who compiled a dictionary in Welsh, Greek, and Hebrew. The son of a carpenter of Aberdaron, he is buried in St. Asaph churchyard (p. 49). The core of the church, whose graveyard wall is washed by the sea at high tide, consists apparently of an aisleless 12th cent. nave and chancel enlarged in the 15th century.

A rough and hilly lane leads from Aberdaron to (2½ m. W.) the headland of *Braich-y-Pwll*, the 'Land's End' of North Wales, where a heathery and gorse-covered bluff falls steeply away to the sea. Just S. of the headland are the grass-grown foundations of *Eglwys Fair* (St. Mary's Church), below which, but covered at high tide, is *Ffynnon Fair*, a 'wishing-well' filled by a trickle down the cliff.

Conspicuous about 2 m. S.W. is the sacred *Ynys Enlli* or **Bardsey Island,** separated from the mainland by Bardsey Sound. Its Cymric name means 'the island of the current,' while its Saxon name is derived from the bards who retired hither. Merlin is supposed to have descended here with the Thirteen Treasures of Britain. The island (53 inhab.; 444 acres), patriarchally governed by a 'king,' includes a lighthouse, a few farmsteads and fishermen's cottages, a single road, and the remains, towards the lofty N. end (505 ft.) of an abbey said to have been founded by St. Cadvan in 516. Fragments only of a 13th cent. tower and of the abbot's house are standing. There is a landing-place in a cove on the S.E. shore, and the island may be pleasantly reached by sailing-boat from Aberdaron (5½ m., 24/); but a strong tide (see p. 120) makes the passage adventurous in any but fair weather. The inhabitants visit the mainland weekly.

Bardsey was once known as 'the Rome of Britain' and 'the gate of Paradise,' three pilgrimages hither being reckoned the equivalent of one to Rome. Giraldus Cambrensis (1188) records that 'the island, either from the wholesomeness of its climate, owing to its vicinity to Ireland, or rather from some miracle obtained by the merits of the saints, has this wonderful peculiarity, that the oldest people die first.' After the destruction of the great British monastery at Bangor Iscoed the remnant of monks is said to have taken refuge here, and legend declares that the dust of 20,000 saints is mingled with its soil. A monument to their memory was erected by the second Lord Newborough, who is himself buried here.

C. From Pwllheli to Nevin, 7 m., motor omnibus four times every weekday in 40 min. (1/). The road runs N.W.

across the peninsula, passing (3 m.; right) *Bodvel Hall*, almost hidden by trees, the birthplace of Dr. Johnson's Mrs. Thrale (1741–1821). The house was visited by Johnson in 1774. At (4 m.) *Bodfaen* the ugly modern church claims descent from a shrine founded in 595 by St. Buan, to whose memory a cross has been erected by the roadside (right). The road now passes immediately below the dome-like *Carn Bodfaen* (918 ft.), and presently turns sharply to the right at (6 m.) the cross-roads. The small and ancient fishing-town of (7 m.) **Nevin** (*Nanhoron Arms*, R. 4/, D. 4/), created one of the ten 'royal boroughs' of N. Wales in 1355, and the scene of a famous tournament held by Edward I in 1284 to celebrate his Welsh triumphs, stands on a cliff above the small bay of Porth Nevin. It is now a watering-place (1810 inhab.), and shares its summer visitors with *Morfa Nevin*, 1½ m. W., on a wider crescent bay.

Beyond Morfa Nevin, and 2½ m. W. of the town, is a curious spit of land ending in *Porth Dinllewn Point*, with a good example of an ancient cliff castle; and on its E. side is the now almost deserted haven of *Porth Dinllewn*, a fine natural harbour, the advantages of which as a cross-channel port were considered before the final selection of Holyhead. On the slopes of Carn Bodfaen (see above) are further traces of encampment. — About 5 m. S.W. of Nevin (motor omnibus) is *Tudweiliog*, on the old 'Saints' Road' (see below); and 3½ m. farther on in the same direction (1 m. inland) is the curious old church of *Llangwnadl*, mainly 15th cent., including three equal naves beneath three separate gabled roofs, and a curiously-carved font. Thence it is 6 m. farther to Aberdaron (p. 121).

Conspicuous to the N.E. of Nevin, 5 m. distant, are the triple peaks of ***The Rivals** (i.e. *Yr Eifl*, 'the forks'), with their fine cliffs. The central peak or Eifl proper (1849 ft.) is flanked on the N. side by a precipitous but much quarried summit (1458 ft.) falling to the sea, and on the E. by *Tre'r Ceiri* (p. 123). The approach from Nevin is along the old 'Saints' Road' by which pilgrims went to Bardsey. This runs at first near the cliffs, but bears inland after passing (2 m.) *Pistyll* (left), with its little church (Norman font) overlooking the sea.

A route hence for walkers continues along the cliff past (1¼ m.) the high rocky point of *Careg-y-Llam*, 'the rock of the leap,' into (1½ m.) *Vortigern's Valley*, or Nant Gwrtheyrn, to which Vortigern is said to have retired after the Saxons had invaded Britain at his unlucky request (comp. p. 73), and where, according to one legend, he was destroyed with his castle by heavenly fire in a single night, or, according to another, was drowned by leaping from the Careg-y-Llam into the sea. A grassy mound marks the supposed castle site; hence Yr Eifl may be ascended in 1 hr.

The road continues viâ (4 m.) the village of *Llithfaen*, 'the enticing stone,' where, at the cross-roads, we take the lane on the left, ascending in 10 min. to a row of quarrymen's cottages. Turning to the right immediately before these, we climb the S.W. shoulder of the mountain, at first over heathery slopes, and near the summit (c. 1 hr. from Llithfaen) over boulders. The superb *View includes the whole of the Lleyn peninsula, spread out like a map, and the coast-line from Great Orme's Head to Pembrokeshire. Beyond Carnarvon

Bay is the expanse of Anglesey. To the N.E. behind the range formed by the 'red cairns' of Carnedd Goch, rise the peaks of the Snowdon group; and to the S.E. is the splendid curve of Cardigan Bay. On the lower peak (¾ m. E.) of *Tre'r Ceiri* (1591 ft.), 'the town of the giants,' i.e., perhaps, of the Picts, is a *Fortified Village of exceptional interest, with an area of 5 acres, enclosed by a huge rampart, strengthened on the gentle and vulnerable W. slope. It contains more than a hundred 'cytiau,' or hut-circles, now in a weather-worn and ruinous state. The village is assigned by Dr. Boyd Dawkins to the Iron Age, though it was probably occupied in later times by the Goidels (p. xxiii). A comprehensive view of the remains may be obtained from the cairn on the summit.

From Tre'r Ceiri an easy descent may be made to (1 m.) Llanaelhaiarn (see below) whence we may return either to Nevin (6½ m.) or to Pwllheli (7 m.) by road. The direct return from Tre'r Ceiri to (2¼ m.) Llithfaen is across the *Bwlch Gwmgwl*, between the main hill and its S. spur, *Mynydd Carnguwch* (1177 ft.). — A cloud-cap on the peak of the Rivals is supposed to presage the approach of rainy weather from the Irish Channel.

D. From Pwllheli to Carnarvon, 20½ m., motor-omnibus from Clynnog to Carnarvon on Mon., Tues., Fri., and Sat. in ¾ hr.; from Pwllheli to Llanaelhaiarn on Wed. only. This route crosses the peninsula viâ (3 m.) *Four Crosses Inn* to (7 m.) *Llanaelhaiarn* (Rival Inn), a village at the foot of The Rivals, on a miniature pass (450 ft.) between that mountain and *Y Gyrn-ddu* (1712 ft.). The church has a rood-screen of local type and an early inscribed stone of the Christian period (N. transept).

Tre'r Ceiri (see above) may be reached in 1 hr. by following the Nevin road to (½ hr.) a path on the right, leading to a double sheepfold. Thence the way to the summit, a rather steep scramble, is straight up beside the wall; but an easier circuitous route follows the path to the left until Yr Eifl comes in sight (c. 15 m. from the road), and then ascends (20 min.; r.) to the summit.

The main road descends toward Carnarvon Bay, and for the next few miles traverses a narrow tract of comparatively level country between the sea and the hills, which are at first much quarried. The pretty village of (11 m.) **Clynnog Fawr** (*St. Beuno's*, R. 3/6, D. 3/6) possesses a church called by Leland 'the fayrest Chirch yn ol Cairnarvonshire.' Founded by St. Beuno c. 616, this seems at first to have been monastic; but by 1291 it had become collegiate, and it remained in the hands of secular clergy until the Dissolution. The present large structure, of the early 16th cent.—Leland calls it 'of a new worke'—is an excellent example of late Perp., with remarkably fine windows. On the N. of the chancel is a vaulted sacristy, and there is an important N. porch, which seems once to have been furnished with two upper stories. The chancel retains 14 contemporary stalls, and book-desks with linen-pattern panelling), and there is a rather plain rood-screen with the base of its former loft. The latter is curiously prolonged into the S. transept, where it is

entered by a doorway communicating with a turret-stair. In the N. transept is a much decayed 'dug-out' chest, bound in iron, and proverbial for its strength (St. Beuno's chest). In this were placed the proceeds of the sale of all calves and lambs born with the Nôd Beuno (St. Beuno's ear-mark), which were formerly offered to the saint on Trinity Sunday. On it lie the expanding dog-tongs. Under the tower arch is an Elizabethan screen. To the S.W. of the main church, and reached from the tower by a barrel-vaulted passage with old ironwork on the doors at either end, and built perhaps on the site of a 'myfyr' (comp. p. 31), is the later *St. Beuno's Chapel*, which contained the shrine or tomb of the saint (destroyed by fire in 1856) reputed miraculous. Pennant (1726-98) reports that he 'once saw on it a feather-bed on which a poor paralytic from Merionethshire had lain the whole night,' after 'ablution in the neighbouring well.' Leland speaks of 'the old church where St. Beuno lyeth,' but the window tracery at least is of later date than his visit (1536-9). In the course of an admirable restoration in 1913 the foundations of an older building—perhaps even St. Beuno's original church—were discovered.

By the roadside (right) just before entering the village from Pwllheli is the walled *St. Beuno's Well*, a healing spring (see above), with stone benches, steps descending to the water, and niches in the E. wall probably intended for the clothes of bathers. Between the well and the shore is a dolmen.

Beyond Clynnog the road, a continuation of the 'Saints' Road' (p. 122), runs on N.E. through pleasant country near the sea. The mountains on the right grow more imposing, and at (13 m.) *Pont Llyfna* we cross the stream which descends from the Llynau Nantlle (p. 63), at the foot of the 'Red Cairns.' A mile farther on we skirt (right) the wall of *Glynllifon Park* (Lord Newborough).

Nearly opposite the main entrance a lane turns down (left) viâ (½ m.) *Llandwrog* to (1¾ m.) *Dinas Dinlle*, an abrupt grassy mound of boulder clay, the summit of which is formed into a roughly oval fort by two ramparts and a ditch (best viewed from the S.; adm. 1*d*.). The work, though British in character, may well have been used subsequently by the Romans, who laid a causeway from Segontium (p. 62) in this direction. To the N. extend the alluvial flats of *Morfa Dinlle*, forming a promontory between Foryd Bay and the open sea, at the S.W. entrance to the Menai Straits (p. 31).

Our road crosses (15½ m.) the railway from Carnarvon to Afonwen (p. 63), and is joined (16 m.) by the highway from Criccieth. We cross (17 m.) the Gwyfrai and (19½ m.) the Seiont. — 20½ m. **Carnarvon,** see p. 59.

II. CENTRAL WALES

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26. SHREWSBURY

SHREWSBURY (31,013 inhab.), pron. 'Shrowsbury' by its natives (Salopians) and by pupils of its famous public school, is the county town of Shropshire, and is strikingly situated on a peninsula of rising ground, encircled by the Severn on all sides but the N. Its mediæval remains—churches and timbered houses—its picturesque, quaintly named streets, its fine situation, and the beauty of its environs invest it with great interest for the tourist. A few hours are sufficient for a rapid inspection. It is one of the gateways to Wales.

Railway Stations. *General Station* (Pl. B 5, 6; Rfmts.), a joint station of the G.W.R. and L. & N.W.R. — *Abbey* (Pl. D, E 7) and *West Shrewsbury*, for the light railway to Llanymynech, p. 128.

Hotels. RAVEN (Pl. C 5), Castle St.; WHITEHALL (p. 127), with restaurant, R. 10/6, D. 6/6, GEORGE (Pl. D 3), Shoplatch; CROWN (Pl. C 4), St. Mary's St., R. 6/, D. 5/6; LION (Pl. D, E 5), Wyle Cop, R. from 3/6, D. 4/; CLARENDON (Pl. C 4), Pride Hill.

Post Office (Pl. C 4), at the corner of Pride Hill and St. Mary's St.; open 8 a.m. to 8 p.m., Sun. 8.30–10. *Telegraph Office* at the station always open.

Omnibuses to *Bayston Hill* (5*d.*) and *Bicton Heath* (5*d.*) every 2 hrs.; to *Bishop's Castle* (3/6) on Mon., Tues., Fri., & Sat., to *Baschurch* (p. 38) and *Ruyton* (1/4), viâ Battlefield Church, on Wed. & Sat.; etc.

Shrewsbury is noted for its cakes, ale, and brawn. "A Shrewsbury cak of Pailin's own make" (Ingoldsby Legends; celebrated also by Congreve and Shenstone) may be obtained at *Plimmer's* (Pl. C 5), 16 Castle St.

History. *Pengwern*, the British, and *Scrobesbyrig* the Saxon name of Shrewsbury, indicate its position in the centre of a wooded plain. 'Salop' is a further corruption of the alternative *Sloppesbury*. After its foundation in the 5th cent. it became the seat of the Princes of Powis, but it was conquered at the end of the 8th cent. by Offa, King of Mercia. As a Saxon and a Norman town, Shrewsbury suffered many sieges and plunderings by the Welsh. In 1215 and 1232 it was captured by Llewelyn the Great and in 1260 by the rebellious barons. Edward I made it the seat of his government during his subjugation of North Wales (1277–83); and in 1283 Dafydd, the last Welsh royal prince, was here tried and executed. At the battle of Shrewsbury Hotspur was defeated and slain in 1403 (see p. 128). Charles I made his headquarters here in 1642, but the town fell to the Parliament in 1645. The scenes of Farquhar's 'Recruiting Officer' give a picture of Shrewsbury under the Restoration.

Close to the General Station and conspicuously situated on the neck of the peninsula (only 300 yds. across) rises the CASTLE (Pl. B 5), "builte in such a brave plott that it could have espyed a byrd flying in every strete." Founded in 1070 by Roger de Montgomery and rebuilt in the time of Edward I, it was modernized by Telford and is now the property of Lord Barnard. It is approached from Castle Gates (beside the Presbyterian church); visitors are admitted to a summer-house in the gardens, which commands a beautiful view. Opposite the castle entrance is the *Museum & Free Library* (Pl. B 5; open daily 10–12.30 & 2–5.30; closed on Fri. mornings), occupying the old buildings (17th cent.) of Shrewsbury School (p. 127) and containing some interesting Roman relics from Wroxeter (p. 128). In front is a fine bronze statue of Darwin (p. 127). Farther on, on the left, is the fine half-timbered gateway (1620) of the *Council House* (Pl. C 5), the meeting-place of the Council of the Marches, occupied by Charles I in 1642 and by James II in 1687. On the right are Plimmer's (see p. 125) and the Raven Hotel, where Farquhar wrote 'The Recruiting Officer' (1705), dedicated to "all friends round the Wrekin." This was the first play ever acted in Australia (at Sydney, in 1789). Opposite the *Post Office* (Pl. C 4) once stood the High Cross.

In St. Mary's St., to the left, is ***St. Mary's** (Pl. C 5), a noble church with an octagonal spire (200 ft.). The nave has round arches on E.E. columns and a beautifully carved oak roof. The N. aisle was rebuilt or restored during the Commonwealth. The *Stained Glass includes a large 14th cent. Jesse window at the E. end (from old St. Chad's) and 17 scenes from the life of St. Bernard (early 16th cent.; brought from the Abbey of Altenburg), in the N. wall of the chancel and the S. nave aisle. In the 15th cent. Trinity Chapel is an effigy of a 14th cent. knight; in the N. chapel is a tablet to Adm. Benbow (1653–1702), born at Coton Hill, to the N. of the town; and below the tower are a monument to Bp. Samuel Butler (p. 127), designed by Chantrey, and the much admired tomb of Gen. Cureton (d. 1848), by Westmacott. — In St. Mary's Place, S. of the church, stands the half-timbered *Drapers' Hall* (Pl. D 5).

St. Mary's St. is continued downhill by Dogpole, and that again by Wyle Cop, with its picturesque old houses, to the *English Bridge* (Pl. E, D 6), a handsome seven-arched structure of 1769, crossing the river to the suburb of Abbey Foregate. On the left in Dogpole we pass the *Olde House* (Pl. D 5), occupied by Mary Tudor, and in Wyle Cop, a little below the Lion Hotel, is a half-timbered house in which Harry Richmond (afterwards Henry VII) lodged on his way to Bosworth Field (1485).

In Abbey Foregate once stood the Monastery of SS. Peter and Paul (founded by Roger de Montgomery in 1083), now represented by the ***Abbey Church** (Pl. D 7), built of a deep red stone, with an imposing Dec. W. tower. the basement of which, however, with the doorway, is Norman. The statue above the magnificent W. window is said to represent Edward III. The two W. bays of the nave were rebuilt at the same time as the tower; the E. bays are plain Norman work. The transepts and chancel are modern. Many of the numerous monuments were brought from other churches in Shrewsbury, including (in the N. aisle) that of Speaker Onslow (d. 1571) from Old St. Chad's. A mutilated effigy in the S. aisle is wrongly described as that of Roger de Montgomery (d. 1093 ?).

Almost the only relic of the monastic buildings is the elegant little *Reader's Pulpit* (14th cent.) of the refectory, in the yard of the *Abbey Station*, S. of the church. — The main (London) road goes on from the church to (½ m.) *Lord Hill's Column* (133½ ft.; view; adm. 2*d.*), erected in 1816 in honour of Viscount Hill (1772–1842), the Peninsular veteran, who was commander-in-chief in England in 1825–39. Monkmoor St. diverges to the N., a little beyond the Abbey Church, to *Whitehall*, a fine stone mansion of 1582, once belonging to Dr. Butler and now a hotel (p. 125).

Returning to Wyle Cop we follow Beeches Lane (Pl. E 5) to the W., skirting the only surviving fragment of the 13th cent. *Town Walls*, and passing the *Roman Catholic Cathedral* (Pl. E 4; built by A. W. Pugin in 1856, but still incomplete), and the only remaining rampart tower (15th cent.). We then ascend Murivance to *New St. Chad's* (Pl. D 2), a strangely planned circular church (1792), with a Doric façade and tower. The terrace on which the church stands overlooks the ***Quarry** (Pl. D 1; 25 acres), a beautiful public park on the loop of the Severn, noted for its grand avenues of lime-trees.

On the brow of the hill, on the opposite side of the river, in Kingsland, reached viâ *Kingsland Bridge* (Pl. E, F 2; toll ½*d.*), is **Shrewsbury School** (Pl. F 1), founded in 1551 by Edward VI and now one of the leading public schools in England. The present buildings, by *Sir Arthur Blomfield*, were opened in 1882 (comp. p. 126); the Speech Hall was added in 1911. Among its pupils were Sir Philip Sidney, Fulke Greville, Judge Jeffreys, Charles Darwin, and Abp. Thomson. Dr. Butler (p. 126), later Bp. of Lichfield, was its famous headmaster for nearly forty years (1798–1836).

From the Quarry we may follow the path along the river bank to the *Welsh Bridge* (Pl. B, C 3; 1795), the "reddie waye" to Wales, from the end of which Frankwell St. ascends to *The Mount* (Pl. A 1), birthplace of Charles Darwin (1809–82). From the nearer end of the bridge Mardol (Pl. C 3) leads S. to the centre of the town, nearly every street in which

contains some quaint old buildings. In Hill's Lane, on the right, is *Rowley's Mansion* (1618). Behind the *New Market House* (1869), at the top of Mardol, is *Bellstone House* (c. 1582), now a bank. In High St. are *Ireland's Mansion* (c. 1580) and *Owen's Mansion* (c. 1592). Off High St. opens *Market Square* (Pl. D 4), with the *Old Market Hall*, an Elizabethan building of 1596, and a statue (by Marochetti; 1860) of Lord Clive, M.P. for Shrewsbury and mayor in 1792. From behind the Old Market Hall Princess St. leads S.E. to *Old St. Chad's* (rebuilt in the 16th cent.), now a cemetery chapel. Thence we turn to the N., viâ Milk St. and Fish St., passing *St. Julian's* and *St. Alkmund's* (Pl. D 4), two churches of ancient foundation but rebuilt in the 18th cent., with the exception of the towers. In Church St., near the latter, is *Jones's House*, where Prince Rupert once put up. The line of Fish St. is continued by *Butcher Row* (Pl. C, D 4), which contains some of the most noteworthy 15th cent. houses in Shrewsbury and ends at Pride Hill, about ½ m. W. of the railway station.

The ENVIRONS offer many attractive excursions. To the N. is (3½ m.; omn. p. 125) *Battlefield Church*, erected in 1408 to commemorate the Battle of Shrewsbury, in which the rebel Earl of Northumberland, his son Hotspur, and the Earl of Worcester were defeated by Henry IV in 1403. Falstaff claimed to have slain Hotspur after a single combat lasting "a long hour by Shrewsbury clock." About ½ m. W. of the church is the picturesque moated mansion of *Albright Hussey*. — To the W. (2 m.) is the decayed *Shelton Oak*, where Owen Glendower is wrongly said to have watched the issue of the battle. — To the N.E. (4 m.) is **Haughmond Abbey** (open daily; adm. 6*d.*, incl. guide-book), founded by William Fitz Alan for Augustinian canons in 1135. Little is left of the church (12th cent.), but the picturesque remains of the monastic buildings include the chapter-house, the refectory (both 12th cent.) and the large guest hall or infirmary (14th cent.). The ribbed oaken roof of the chapter-house was added after the Dissolution. Behind the chapter-house is the curious little Monks' Well (14th or 15th cent.). — To the S. are (2½ m.) the *Sharpstones* (view), beyond which the walk may be continued past *Bomere Pool* to (4½ m.) *Condover*. — To the S.E., beyond (4 m.) *Atcham*, the ancient church of which contains some 16th cent. glass, is (5½ m.) **Wroxeter**, near which are the interesting remains of the Roman city of *Uriconium* or *Viroconium* (adm. 6*d.*, incl. guide-book), the capital of Britannia Secunda, burned by the West Saxons in 584. The chief remains are the S. wall of the basilica and the public baths; the site, which is 3 m. in circumference, has been partly excavated by the Society of Antiquaries. Wroxeter church, with a Saxon nave and a late 12th cent. chancel, contains many Roman stones. — To the S. is (5 m.) *Pitchford Hall*, the finest half-timbered house in the county (1473); in the church is a remarkable wooden effigy of a knight (c. 1250). The beautiful E.E. church of *Acton Burnell*, 1 m. farther, possesses the finest 14th cent. *Brass in England (that of Sir Nicholas Burnell; 1382). In the ruined manor-house, built by Bp. Burnell, Edward I's chancellor, was held the first Parliament to which the Commons were directly summoned (1283). — Other excursions may be made to *Church Stretton* (13 m.; p. 161), *Stokesay* (21 m.; p. 161), *Ludlow* (27 m.; p. 162), the *Breidden Hills* (11 m. W.; p. 130), etc.

From the Abbey Station (p. 125) a light railway runs N.E. to (20 m. in c. 1½ hr.) *Llanymynech* (p. 40). This railway (picturesque views) crosses the Severn at (11½ m.) *Shrawardine*; and from (15¼ m.) *Kinnerley* a short branch (7 m.) runs to *Criggion*.

FROM SHREWSBURY TO CREWE, 32½ m., L. & N.W.R. in 40–90 min. (5/6, 2/8½). The trains run due N., leaving *Battlefield Church* (see above) on the left. 4¾ m. *Hadnall*. Lord Hill (p. 127) is buried in the church. About 5 m. N.E., beyond the Norman church of (3½ m.) *Shawbury*, is *Moreton Corbet*, with a large ruined mansion begun in 1606 in the Italian style. — 10¾ m. *Wem* (White Horse), a

small market-town, which gave the title of baron to Judge Jeffreys, was the home of William Hazlitt for 14 years. William Wycherley (1640 ?–1716) was born at *Clwe Hall*, 3 m. S. Hawkstone Park Hotel lies 4½ m. E. — 18¾ m. **Whitchurch,** see p. 39. — We now enter Cheshire. About 2 m. S. of (23½ m.) *Wrenbury* is *Combermere Abbey*, formerly belonging to Viscount Combermere, a beautiful mansion on the site of a Cistercian abbey, surrounded by fine woods and overlooking a large mere. — 28½ m. **Nantwich** (*Brine Baths Hotel; Crown; Lamb*), junction for the G.W.R. to Market Drayton and Wellington, is a picturesque old town (7815 inhab.) with a handsome Dec. and Perp. church and many quaint old half-timbered houses. It was once noted for its salt-works; the springs are now used for medicinal baths. — 32½ m. *Crewe*, on the main line of the L. & N.W.R., see the *Blue Guide to England*.

From Shrewsbury to *Chester*, see Rte. 6; to *Aberystwyth*, see Rte. 27; to *Llandovery* and *Swansea*, see Rte. 32; to *Brecon* and *Swansea*, see Rte. 33; to *Hereford*, see Rte. 34; to *Birmingham*, *Stafford*, *Worcester*, etc., see the *Blue Guide to England*.

27. FROM SHREWSBURY TO ABERYSTWYTH

81½ m., Cambrian Railways in 3–3¾ hrs. (20/1½, 11/10½).

From London Aberystwyth may be reached either viâ *Shrewsbury* by G.W.R. express (239 m. in 6½ hrs.) from Paddington; or viâ *Whitchurch* by L. & N.W.R. express (267½ m. in 7¼–9 hrs.) from Euston, see Rte. 7. These routes unite at Buttington (fares by either, 62 8½, 34 1½). — From Manchester and Liverpool through carriages run to Aberystwyth viâ Whitchurch.

Road, 78 m. We leave Shrewsbury by Welsh Bridge and Frankwell (Pl. A 2), and follow the Holyhead road. — 19 m. **Welshpool** (p. 130). — 32 m. **Newtown** (p. 132). — 40 m. *Llandinam* (p. 156). — 46 m. **Llanidloes** (p. 157). — 51 m. *Llangurig* (p. 148). — Beyond (61½ m.) *Dyffryn Castell* (p. 147), we bear to the left, through a watersplash, for (64 m.) *Ysgytty Cynfyn* (p. 145). — 66 m. *Devil's Bridge* (p. 145). — 78 m. **Aberystwyth** (p. 142). The watersplash, formidable only after heavy rain, may be avoided by following the main Aberystwyth road to (63½ m.) *Pont Erwyd*, whence we may either proceed direct to (75 m.) *Aberystwyth*, or better, rejoin the above route at Ysgytty Cynfyn.

Shrewsbury, see Rte. 26. — On quitting the General Station the line crosses the Severn, affording a good view of the town (on the right) and passes near the Abbey Church (on the left). A mile S. of Shrewsbury we diverge to the W. (right) from the Hereford line. — 5 m. *Hanwood*, with small collieries.

From Hanwood a branch line runs to (5 m. S.W.) *Minsterley*, the picturesque red-brick church of which (late 17th cent.) contains some 'virgin crants' (Hamlet, v. 1) suspended at the W. end. Thence a fine walk leads alongside the rocky ridge known as the *Stiperstones* (over 1700 ft.) viâ Snailbeach and Shelve to (c. 13 m. S.W.) *Bishop's Castle* (see p. 162).

11 m. *Westbury*, 1¼ m. S. of the station. About 1 m. farther S. the remains of *Caus Castle* stand on the N.E. flank of the Long Mountain (p. 131). — Just short of (14½ m.) *Middletown*, at the foot of the Breidden Hills, we enter Montgomeryshire and Wales.

Montgomeryshire, roughly coextensive with the old Welsh lordship of *Powis*, is named after Roger de Montgomery (p. 131), who subjugated Upper Powis c. 1090. Baldwin, another Norman of about the same date, is commemorated in its Welsh name Sirydd Tre Faldwyn. Its highest point is Moel Sych (2713 ft.) in the Berwyns (p. 96), but for the most part the surface is hilly rather than mountainous, and is delightfully wooded in the valley of the Upper Severn. The scenery of the Dyfi and its tributaries, in W. Montgomery, rivals the more famous landscapes of N. Wales; but the valleys of the Tanat and the Vyrnwy present milder beauties. Montgomeryshire is somewhat lacking in archæological interest, but picturesque half-timbered houses ('magpie' work), often counter-

feited in whitewashed and painted brick, are characteristic, especially in the E.

To the N.W. of Middletown rise the **Breidden Hills,** a bold and isolated group of three peaks, whose name is perhaps derived from Breith Den, 'the speckled camp.' The Breiddens are largely under cultivation or wooded, and access is considerably restricted. *Moel-y-Golfa* (1324 ft.), the highest of the three summits, almost due W. of Middletown, may be ascended thence by a complicated route in c. ¾ hr. The view embraces the Shropshire plain, with the Wrekin on the E., the winding Severn immediately below on the W., and the distant summits of the Berwyns (p. 96), the Arans (p. 137), and Cader Idris (p. 108), to the N.W. and W. The descent may be made to Buttington station (see below), 2–3 m. S.W. — *Middletown Hill* (1050 ft.), c. 1 m. farther N.E., almost on the English border, bears traces of a large camp (Cefn-y-Castell. The most N. peak is *Breidden Hill* (1202 ft.), with an obelisk commemorating Admiral Rodney's victory over the French off Dominica in 1782, and traces of ancient entrenchments supposed to have been later the site of a battle between the Welsh and the English in 1292.

At (17 m.) *Buttington*, the supposed site of a battle between Danes and Saxons in 894, we join the Cambrian Railway from Whitchurch and Oswestry (Rte. 7), and soon afterwards (18½ m.) cross the Severn.

19¾ m. **WELSHPOOL** (*Rfmts.; Royal Oak; Queen's; White Lion*, R. 4/), the assize-town of Montgomeryshire and an agricultural market, is a red-brick, English-looking, English-speaking town (5677 inhab.), situated in the wide valley of the Upper Severn. It was at one time an important market for Welsh flannel and wool, but has been superseded by Newtown (p. 132) and Llanidloes (p. 157). The *Church*, restored by Street in 1871, is remarkable for its distorted ground plan, but retains almost no mediæval work except in the chancel (14th cent.), which has a fine oak roof, and the W. tower. The 'magpie' cottage near the E. end of the church is traditionally the birthplace of Grace Evans, who assisted Lady Nithsdale (daughter of the Marquis of Powis) in the rescue of her husband from the Tower of London in 1716. Near it is the *Powysland Museum* (open free 10–4; closed on Fri.), with architectural fragments from Strata Marcella Abbey (p. 131), a 'scold's bridle,' a Celtic bronze bell of the 4th or 5th cent., and a model of the guillotine made from meat bones by French prisoners of war. Near the railway are the remains of an early Norman motte-and-bailey *Castle*.

Powis Castle (Earl of Powis), or *Castell Coch* (the 'Red Castle'), is superbly situated, c. 1 m. S.W. of the town, and, though on a different site, is doubtless the successor of the motte-and-bailey castle known as the *Lady's Mount*, which stands in the park 300 yds. W. of the present stone building; the earliest 'red castle' here was dismantled by Llewelyn the Great in 1233. Powis Castle retains the general aspect of a castle of the 13th–14th cent., although reconstructed in the early 17th cent. and modernised and altered in the 19th. Scott places the momentous banquet scene in 'The Betrothed' in the 'long low hall, built of rough wood lined with shingles' of the earlier castle. The castle is not now shown to the

public, but the beautiful grounds, laid out by 'Capability' Brown, are open free on certain days (apply at the Estate Office). The Deer Park (entered from the main street of Welshpool) is open to the public, but special permits for the Upper Park must be obtained at the Estate Office.

About 3 m. N.E. of Welshpool is the site, excavated in 1890, of *Strata Marcella Abbey* (Ystrad Marchell), founded for Cistercians by Owain Cyfeiliog, Prince of Powis, c. 1170.

Guilsfield, 3 m. N. of Welshpool, has a large 15th cent. church with fine panelled roofs in the chancel and part of the nave, and clustered pier-shafts of late Dec. character. Over the S. porch is an upper chamber. — *Trelystan*, c. 4 m. S.E. of Welshpool, on the S. slope of Long Mountain (see below), has an interesting 15th cent. wooden church, carefully repaired and cased with brick in 1856. Most of the hills near Welshpool are crowned by remains of ancient fortifications of which *Crowther's Camp* (2¾ m. N.E.) yielded a very valuable hoard of bronze implements. *Beacon Ring* (Caer Digoll), 2½ m. S.E., on the summit of *Long Mountain* (1338 ft.), is another camp of interest.

From Welshpool to Dinas Mawddwy, 29 m., by light railway and road. A narrow gauge railway runs W. to (9 m. in 50 m.) *Llanfair Caereinion* (Wynnstay Arms; Goat; Lion), a picturesque little town in the valley of the *Einion*, a tributary of the Vyrnwy. The church, rebuilt in 1868, retains a beautiful 13th cent. doorway, and the recumbent effigy of a knight. A visit may be paid to *Llanllugan* (p. 134), c. 4 m. S.W., near the road to Carno (12 m.; see p. 134). — The main road from Llanfair to Dinas Mawddwy ascends the valley of the Einion, and crossing a low pass to avoid a bend in the stream, descends to it again at (5 m.) *Llanerfyl*, where the river bears the name of *Banwy*. In the churchyard, beneath a venerable yew, is an ancient gravestone bearing, in Roman capitals, the rare Christian formula 'In Pace.' — Beyond (7 m.) *Pen-y-Bont* (Cann Office Inn, comfortable; salmon and trout fishing) a road diverges on the right for Llanfyllin (13 m.; p. 41). At (12½ m.) *Bwlch-y-Fedwen* (957 ft.) we cross the watershed between the Severn and the Dyfi, and a little farther on we enter *Merionethshire* (p. 87), descending the picturesque valley of the *Dugoed*. Just beyond (15½ m.) a dangerously sharp curve, where the road crosses the Clywedog glen, we pass *Llydiart-y-Barwn* (the Baron's Gate) in the woods of *Dugoed Mawr*, where Baron Owen was murdered in 1555 (comp. p. 136). — 18½ m. *Mallwyd* (p. 135). — 20 m. *Dinas Mawddwy* (p. 135).

From Welshpool to *Oswestry* and *Whitchurch*, see Rte. 7.

On leaving Welshpool we ascend the broad valley of the Severn, with the Long Mountain on the left. Beyond (24 m.) *Forden* the valley of the *Camlad*, an English tributary of the Severn, opens to the E. and we have a distant view of Corndon Hill (p. 132).

26 m. **MONTGOMERY** (*Green Dragon*, an old timbered house; *Lion*, small, at the station) stands 1½ m. S.E. of the station and is reached by a steep hill. Though still nominally the county town, with a borough charter dated 1486, it is a sleepy village (951 inhab.) of quaintly foreign aspect. Its walls have disappeared, and the site of the original *Castle*, built by Roger de Montgomery (1072), is now uncertain, though 1 m. N. of the town is a very perfect motte-and-bailey, bearing the suggestive name *Hen Domen* ('the old mound'). The present castle, on the hill immediately above the town, the "primrose hill" of a poem by Donne, is also of motte-and-bailey type (second ward), though the existing slight remains of masonry (third and fourth wards) are not earlier than 1223. The site, a long, narrow, rocky ridge projecting boldly towards the N., is of almost unrivalled strength and virtually accessible

only from the S. (fine view). This is occupied by a series of four rectangular wards in a line, though it does not appear that the two outermost (S.) sections were ever fully built over. The first Lord Herbert of Cherbury (1583–1648), philosopher and diplomat, known as 'the father of English Deism,' spent his youth here, and by him the castle was surrendered to the Parliamentary besiegers in 1644, to be demolished in 1649. His brother, George Herbert (1593–1633), the poet, was born either in the castle or in the town. The interesting *Church*, mainly 14th cent., but with earlier work (good S. doorway), has a striking double *Screen and rood loft (15th cent.), chancel stalls and misericords of the 15th cent., two recumbent effigies (15th and 16th cent.) probably of members of the Mortimer family, and the notable Renaissance tomb of Richard Herbert, father of the poet. On the N. side of the churchyard is the 'Robber's Grave,' on which the grass is said never to flourish, in testimony of the innocence of the wrongly convicted John Newton Davies (d. 1821) who lies beneath. On the adjacent hill to the W. is the British camp of *Ffridd Faldwyn* (c. 750 ft.), commanding a noble view.

Lymore Park, c. 1 m. S.E. of the town, has the remains of an unusually fine 17th cent. 'magpie' mansion, and is bounded on the E. by Offa's Dyke (p. 45), which is especially well preserved (in places 15 ft. high) between this point and the Long Mountain (p. 131). — About 2½ m. N.E., in Shropshire, is *Chirbury* (Herbert Arms), whence Lord Herbert of Cherbury (see above) took his title. It retains the 13th cent. nave arcades of a small priory church of Austin Canons founded c. 1180. At the vicarage is a valuable library of chained books. *Marrington Hall*, a beautiful half-timbered Elizabethan house, 1 m. S.E. of Chirbury has an elaborate sundial (1595) with seven gnomons; beyond it is *Cornion Hill* (1684 ft.), a remarkable volcanic mass rising amongst the Silurian hills of the district. — On the other side of the Severn valley, 2¾ m. from Montgomery station, is the picturesque village of *Berriew*, near a waterfall on the *Rhiw*.

The line turns S.W. and the narrowing valley grows more picturesque. — 29¾ m. *Abermule*. The slight remains of *Dolforwyn Castle* (probably 13th cent.) lie c. 1½ m. distant by road, on a narrow ridge (view) beyond the river. The unusual ground plan of a single, ditched, rectangular ward, with a circular tower c. 30 ft in diameter inside, partly recessed into the thickness of the E. wall, is barely indicated by a few fragments of rubble. The poet Dyer associates Dolforwyn (the 'maiden's meadow'; a disputed derivation) with the legend of "Sabrina fair," whose tale is sung also in Milton's 'Comus' and Drayton's 'Polyolbion.'

A branch line runs from Abermule to (3¾ m. S.) *Kerry*, where a dispute as to episcopal jurisdiction at the dedication of the village church in 1176 led to a historic fray between the retainers of Giraldus Cambrensis and those of the Bishop of St. Asaph. Of the original church there remain the early Norman N. arcade and possibly part of the tower, with its buttresses of varying pattern and picturesque boarded top. The tower, however, was remodelled, if not altogether rebuilt, in the 14th century. There is a fine 14th cent. window, a good nave roof of typically Welsh character, a chained Welsh Bible, and a Tudor font with the Instruments of the Passion. — To the S. stretch the desolate *Kerry Hills*, prolonged E. by *Clun Forest*.

33½ m. **Newtown**, Welsh *Trenewydd* (*Bear; Elephant & Castle*, R. 4/, D. 4/6; *Unicorn; Buck Inn*), on the Severn,

is a flannel-making town (5670 inhab.). It was the birthplace of Robert Owen (1771–1858), the socialist, who returned hither after many wanderings and experiments and is buried in the churchyard. The *Checker's Inn* (early 17th cent.) in Broad St. is an old half-timbered building with a thatched roof. The modern church contains a Perp. font and some fragments of a beautiful 15th cent. rood screen, now used to decorate the sanctuary walls. The tower and other remnants of the old parish church stand on the bank of the Severn near the bridge.

From Newtown to Llandrindod Wells, 27½ m., motor coach in 2¼ hrs. This road, although less interesting than that via Llanidloes (p. 157) and Rhayader (p. 157), is an important link between N. and S. Wales. The ascent is steady, with many windings, through (4 m.) *Dolfor* (1022 ft.) to (7½ m.) the saddle (1233 ft.; poor view) leading over to the valley of the Ithon. Entering (9 m). *Radnorshire* (p. 149) just beyond the summit we descend the valley to (13 m.) *Llanbadarnfynydd* (inn), where the rebuilt church retains an old E. window and some relics of its rood screen. The lonely church of (16 m.) *Llananno* (on the right; easily overlooked) contains a *Rood Screen and a loft of the 15th cent., with modern figures on the W. face of the gallery (key at a cottage at some distance; the screen can be seen through the N. windows of the church). — 17½ m. *Llanbister*, a picturesque village, has a late 12th or 13th cent. church. (St. Cynllo) adapted to a steeply sloping site by interior flights of steps. The tower, uniquely placed at the E. end, is entered by a doorway N. of the altar. The beautifully carved 15th cent. rood screen, the W. gallery (17th or 18th cent.), the head of an old double bass once used by the choir, and the modern baptistery for immersion should be noted. A wooden bridge spanning the Ithon c. ½ m. below Llanbister gives access to a lane by which pedestrians may reach Cwmhir Abbey (p. 150), 4 m. S.W., through some of the prettiest glen scenery in Radnorshire. — 21 m. *Llanddewi Ystradenny* retains a late 12th cent. S. doorway in its rebuilt church. The large burial mound of *Bedd-y-Gre* (½ m. N.) is one of many such antiquities in the vicinity. We cross (24 m.) the main road from New Radnor to Rhayader (p. 157) and then the railway from Knighton to Llandrindod (p. 150). — At (24½ m.) *Llanbadarn Fawr* the rebuilt church has a 12th cent. S. doorway with a remarkable carved Norman tympanum; the only other example of the kind in Wales is at Penmon (p. 34). — 27½ m. *Llandrindod Wells*, see p. 150.

About 3 m. above Newtown the valley begins to expand and the Severn receives the *Carno* and other tributaries in a small hill-girt plain. — 38 m. **Moat Lane Junction** (*Rfmts.*). The Cambrian line to Brecon (Rte. 33) diverges S. up the Severn valley. — 39¼ m. *Caersws* (Buck Temperance, unpretending). The remains of a neighbouring Roman station (improbably the 'Mediolanum' of Tacitus), excavated in 1909, have again been covered up. Our line now quits the Severn (in its upper reaches still known to the Welsh as the *Hafren*) and, bearing N.W., enters the narrow glen of the Carno, where the scenery assumes for the first time a moorland and even a mountainous character. — 40¾ m. *Pontdolgoch* (Mytton Arms, small). About 1 m. E. is *Llanwnog*, with a church possessing a fine 15th cent. rood loft marred by later alterations, and some fragments of 15th cent. glass in a window on the N. side of the church. The three picturesque little *Bwlch-y-Gareg Lakes* (c. 1260–1380 ft.) lie 2½ m. N. of the station. — 45 m. *Carno* (Merchant of Aleppo, 1 m. S.E., a pleasant country inn). The victory of Gruffydd ap Cynan here in 1081 won him the crown of North Wales.

A hill road, fit only for pedestrians in the higher parts (c. 1300 ft.) and commanding extensive views, crosses the moors hence to (12 m.) *Llanfair Caereinion* (p. 131). At c. 8 m. a branch (r.) leads to *Llanllugan*, the 15th cent. church of which has an E. window of fine contemporary glass (key at the vicarage).

The scenery becomes wilder. At (47 m.) *Talerddig* the railway crosses the watershed (692 ft.) in a rock cutting, 113 ft. deep, on emerging from which a fine anticlinal fold resembling a masonry arch is seen on the right, and the peak of Cader Idris (p. 108) comes into sight for a moment straight in front. We descend the prettily wooded glen of the *Iâl*, down a gradient averaging 1 in 52, to (50½ m.) *Llanbrynmair* (Wynnstay Arms). The village, an angler's resort, 2 m. from the station up the valley of the *Twymyn*, was the birthplace of Abraham Rees (1743-1825), the encyclopædist. The church (early 15th cent.) has a wooden tower, enclosed inside the nave, an ancient 'dug-out' chest, and a typical Welsh roof supported in front of the N. transeptal chapel by some remarkable timber framing.

From *Pennant*, 2 m. farther up the valley, the pedestrian may follow a steep and narrow lane which clings to the E. side of the rocky Twymyn glen, and leads to (5½ m.) the old road between Llanidloes and Machynlleth (p. 157). On this lane he obtains a view of the striking *Falls of the Twymyn*, the upper of which, *Ffrwd Fawr*, is c. 140 ft. high.

We descend the lower valley of the Twymyn to its junction with the valley of the *Dyfi*. — 55¾ m. *Cemmes Road* is the junction for Dinas Mawddwy, see Rte. 28. — The railway descends the beautiful green valley of the Dyfi. 61 m. **Machynlleth,** see Rte. 29. The Aberystwyth line continues to descend the valley to (65 m.) *Dovey Junction* (Rfmts.), where the Barmouth and Pwllheli line (p. 140) diverges on the right. Just beyond the station we enter Cardiganshire.

Cardiganshire, the 'sweet shire' of Wordsworth's ballad, is largely a rural county and has a long and attractive coast-line. Mountainous and barren in the N., round Plynlimon, the county offers elsewhere a pleasing alternation of hill and valley, with certain sites of more striking beauty. Historical and architectural remains are slight; and lead mining is the only industry. Of all Welsh counties the old lordship of Ceredigion has preserved the Celtic element in its people with least admixture, and Welsh is spoken almost universally. Cardigan jackets are named not from the county, but from Lord Cardigan, leader of the charge of the Light Brigade.

65¾ m. *Glandyfi*, with a modern castle, is the usual stopping-place for a visit to the Llyfnant valley (motor-coaches from Aberystwyth).

Llyfnant Valley. From Glandyfi Station we follow the Machynlleth road for ½ m. N.E., and turn up a lane (guide-post) to the right, keeping to the right again ⅓ m. farther on, on the S. side of the valley, up a narrow, wooded glen. At (2¾ m.) *Glas Pwll* (rfmts. at a cottage) the direct road from Machynlleth (p. 138) comes in. We cross the stream and follow the footpath up the right bank to (c. 4 m.) the *Cwm: Rhaiadr Fall*, whence we scramble up the steep side of the gorge to the lane on its N.E. side. Following this (S.) to (4½ m.) Rhiw Goch summit we obtain a sudden and effective view of the fine fall of *Pistyll-y-Llyn* (c. 1½ m. distant). Though the fall will repay a closer approach, especially in time of spate, some visitors will turn here. Good walkers, however, are recommended to push on up the larger W. glen, almost to the foot of the fall, whence a well-marked path ascends steeply on the left to the plateau above it. At one point, near the top, the path runs close to the edge of the ravine,

and care is necessary, but there is no real danger, and the views of the gorge are most impressive. The moorland tarn *Llyn-Pen-Rhaiadr* lies c. ½ m. farther upstream, and c. ½ m. S. of it is *New Pool* (Anglers' Retreat House, rfmts.), whence a lane leads S.W. over the hill to the Ceulan valley and to (7 m.) *Tal-y-Bont* (p. 139). The summit of Plynlimon (p. 147) is c. 5 m. S.E. of Llyn-Pen-Rhaiadr. From the tarn we may reach (6 m.) Machynlleth by striking E.S.E. past *Creigiau Bwlch Hyddgen* (1734 ft.) to the head of the Hengwm valley. Thence to Machynlleth, see p. **139**.

Beyond Glandyfi the railway skirts the S. shore of the Dyfi estuary, with the sea marsh of *Cors Fochno* lying on the left between us and the hills. Beyond (71¼ m.) *Ynys-Lâs* (ferry to Aberdovey, p. 140) it turns S., and approaches the coast of Cardigan Bay.

73¼ m. **Borth** (*Rfmts.; Grand*, R. from 5/, D. 6/6, pens. from 16/6; closed in winter), a straggling and rather primitive looking village of one street, built along a storm beach, is known as a quiet seaside resort with fine and safe sands and a good golf-course. To the S. of the village the coast rises in cliffs, from which there is a good view of Borth sands and the hills of Merionethshire. For the road from Borth to Aberystwyth, see p. 144. The line now turns inland behind a detached hill-mass. — 75¾ m. *Llandre*, the station for the adjoining village of *Llanfihangel-geneu'r-glyn*, at which are the remains of 'Castell Gwallter,' an early Norman motte-and-bailey castle founded by Walter de Bec and burnt by the Welsh in 1137. — 77¼ m. *Bow Street*. The railway sweeps round in a wide curve and passes S. of Llanbadarn Fawr (p. 144). — 81½ m. **Aberystwyth,** see Rte. 31

28. FROM CEMMES ROAD TO DINAS MAWDDWY, DOLGELLEY, AND BALA

CAMBRIAN RAILWAYS to (7 m.) *Dinas Mawddwy* in ½ hr. (3/1, 1/6).
ROAD from Machynlleth to Bala, 31 m.; to Dolgelley, 22½ m. — 5 m. *Cemmes Road Station* (p. 134). — 6½ m. *Cemmaes* (see below). — 11 m. *Mallwyd* (see below). — 12 m. **Dinas Mawddwy,** and thence to Dolgelley and Bala, see below and p. 136.

Cemmes Road, see p. 134. The branch railway ascends the valley of the Dyfi. — 1½ m. *Cemmaes* (inn). — 4¼ m. *Aberangell* stands at the junction of the *Angell* and the Dyfi. — 5¾ m. *Mallwyd* (Peniarth Arms, good; salmon and trout fishing), where the road from Llanfair Caereinion (p. 131) comes in from the E., has a parish church of the Welsh mountain type. In front of the wooden S. porch (1641) is suspended a whale's rib.

7 m. **Dinas Mawddwy** (*Buckley Arms*, near the station), a slate-quarrying village frequented by anglers, is beautifully situated in what was once a well-wooded amphitheatre at the junction of the Cerist and the Dyfi. It was one of the five independent lordships of Wales, not being united to the county of Merioneth until the reign of Henry VIII, and until

1886 it possessed the dignity of a mayor and corporation. Tradition makes it famous for "false men, blue earth, and ceaseless rain."

In the middle of the 16th cent. the neighbourhood was terrorised by the Gwylliaid Cochion Mawddwy, or Red Robbers of Mawddwy, of whom eighty were seized and executed in 1554, mainly through the activity of Lewis Owen, Baron of the Exchequer of Carnarvon. The following year Baron Owen was murdered by the survivors on his way home from Montgomery sessions, at *Llydiart-y-Barwn* (the 'Baron's Gate,' p. 131), an act of revenge which led to the extermination of the gang.

The mountain roads from Dinas Mawddwy to Dolgelley and Bala are very hilly, and in places stony, but are practicable for motors. They should be traversed in this direction both for easier travelling and for the better enjoyment of the scenery.

From DINAS MAWDDWY TO DOLGELLEY, 10½ m. The road ascends the narrow valley of the *Cerist*. At c. 1½ m. from the railway station a side valley opens on the left, at the head of which (1½ m.) a stream descends the precipitous slopes of *Maes Glase* (2213 ft.) in a series of falls. Farther on (r.) is *Nant-y-Graigwen*, with another fine cataract sequence. The road now climbs steeply to (4½ m.) the top of the *Bwlch Oerddrws* ('Cold Door Pass'; 1178 ft.), beyond which we descend through bleak and open country, with magnificent views of the Cader Idris mountains, to (7 m.) *Cross Foxes Inn*, where we strike the main road from Towyn (p. 141). — 10½ m. **Dolgelley,** see p. 103.

FROM DINAS MAWDDWY TO BALA, c. 19 m. We ascend the upper valley of the Dyfi by a switchback road, prettily wooded at intervals, viâ (1½ m.) *Aber Cowarch* to (5 m.) *Llanymawddwy* (no inn), near which are some fine waterfalls, notably *Pistyll Gwyn* (1½ m. W.), on the *Pumrhyd*. The ascent now becomes very steep, and the scenery grows wilder; and the valley ends (6¾ m.) in an amphitheatre of steep mountain slopes, 600 to 1000 feet high, deeply scarred by watercourses. The Dyfi, from its source in Craiglyn Dyfi (p. 137), comes in from the W. through *Llaethnant* ('milk valley'), in a succession of cataracts, and the black, rocky peak of Aran Mawddwy (p. 137) appears in the same direction beyond the head of the glen. The main road mounts the steep glen of the *Rhiwlech*, and at c. 8 m. the rough lane descending Cwm Eunant to Lake Vyrnwy (4 m.) diverges on the left (see p. 99). At the head of the Rhiwlech glen, after a climb of 1000 ft. in a little over 1 m., we reach (c. 8¼ m.) the summit of *Bwlch-y-Groes* (1790 ft.), the highest point on any carriage-road in Wales. The twin Arans rise nobly on the left, while on the right is *Moel-y-Cerrig-Duon* (2049 ft.). We descend *Cwm Cynllwyd* by a skilfully engineered modern highway, above the old road (l.), which drops more steeply into the valley. The track down *Cwm Croes* (see p. 137; fine retrospective view of the Arans) comes in

(11 m., l.), and about 2 m. farther on we emerge from Cwm Cynllwyd, and turn sharp to the left to reach (13½ m.) *Llanuwchllyn* (p. 90). Thence to (18¾–19¼ m.) *Bala*, see p. 98.

A slightly longer but very attractive route (for pedestrians only) leaves the road c. 1½ m. beyond Llanymawddwy (p. 136), and ascends the Dyfi glen to the farm of *Ty-nant*. Thence a stony path mounts steeply alongside the Dyfi falls (l.). We bear to the right up the W. flank of *Craig Ty-nant* (2010 ft.) keeping the deep cleft of *Cwmnant-y-Bruddell* on our left. From the head of this valley we proceed N.W. by an indistinct track over the pass of *Bwlch Maes-yr-Hirddyn* (c. 1650 ft.) to the farm of *Cwm Ffynnon*, whence a lane descends *Cwm Croes* to join the road 2½ m. short of *Llanuwchllyn* (p. 136).

From Dinas Mawddwy to *Welshpool*, see p. 131.

***Aran Mawddwy** (2972 ft.), the highest peak in Merionethshire, and **Aran Benllyn** (2901 ft.), rise from a volcanic ridge running N. and S. between Dinas Mawddwy and Llanuwchllyn. These 'high places,' with their fine precipices of black rock, are comparatively little frequented by tourists, but their E. face offers an excellent practice-ground for rock-climbing. Aran Mawddwy is curiously shaped, resembling a broken cone. Aran Benllyn, 'the high place at the head of the lake,' overlooks Bala.

Ascent (6½ m. to the summit of Aran Mawddwy in 3 hrs.; 1¼ m. farther to Aran Benllyn in ¾ hr.). — We leave Dinas Mawddwy by the Bala road. The direct route to the Arans is by a track diverging to the left at (1 m.) Aber Cowarch (see p. 136). The track ends at (3 m.) a farm, but a path goes on to (4 m.) the head of the main valley, and then bends to the right and ascends along the steep S.E. slope of the *Hengwm* valley to (5½ m.) the main S.E. spur of the Arans, called *Dyrysgol* (2397 ft.). Hence the main ridge, narrow in places, but nowhere dangerous, is traversed to (6½ m.) *Aran Mawddwy*. *Aran Benllyn* lies 1¼ m. farther N.

The extensive *View from the Arans includes the Clwydian hills and the Berwyns (N.E. and E.N.E. respectively); Plynlimon a little W. of S.; and the Cader Idris range to the S.W., with the Mawddach estuary farther N. and a glimpse of the sea beyond. The Snowdon group is seen to the N.W., and slightly W. of N. Arenig Fawr appears nearer at hand with Bala Lake on its right. To the E. a narrow strip of Lake Vyrnwy is visible, and *Craiglyn Dyfi* (p. 136) is almost at our feet, nearly 1000 ft. below. — For the descent to *Drws-y-Nant*, see p. 90; to *Llanuwchllyn*, see p. 90.

29. MACHYNLLETH

MACHYNLLETH (pron. 'Mahunthleth'), picturesquely situated ¾ m. S. of the Dyfi, is a well-built and cheerful little town (1870 inhab.) with woollen and tanning industries, but it is chiefly interesting as a tourist and angling centre. The mountain surroundings vie in richness and variety with those of Dolgelley and Beddgelert, though the hills are on a lesser scale; and five different railway routes open a great variety of excursions. Machynlleth has been doubtfully identified with the Roman *Maglona*.

Railway Stations. The stations of the *Cambrian Railways* and of the *Corris Railway* are both N. of the town.

Hotels. Wynnstay Arms, R. from 3/6, D. from 3/6, pens. 3½ gs. per wk.; Lion. — *Maldwyn Restaurant.*

Motor Coaches to *Tal-y-Llyn*, *Aberystwyth*, *Towyn*, *Dinas Mawddwy*, the *Llyfnant Valley*, *Pennal*, etc., during the season.

Fishing for salmon and sewin in the Dyfi. — **Golf Course,** E. of the town.

In the street leading S. from the station is the *Royal House*, the reputed abode of Owen Glendower, who was crowned Prince of Wales at Machynlleth in 1402. Some authorities throw doubt on the site, but the village Institute, on the N. side of Maengwyn St., incorporates the essential features of the house in which he is said to have held a parliament in the same year. Nearly opposite the Institute are the gates of *Plâs Machynlleth*, the beautiful grounds of which are sometimes open to the public. At the E. end of Maengwyn St. (r.) is a picturesque, half-timbered house, dated 1628.

Bryn Coch (746 ft.; 1¾ m. N.E.), a hill in the angle between the rivers Dyfi and Dulas, is reached by following the Corris road to (1½ m.) *Felin-y-Fridd*, striking thence up the slope to the right. From the top fine views are obtained of Cader Idris (N.) and Plynlimon (S.E.), and of the Dyfi estuary (S.W.); and to the W. and N.W. is a series of beautiful little parallel glens, somewhat denuded of trees during the War, which descend from the Taren Hendre and Taren-y-Gesail summits. About 2 m. E. on the farther side of the little valley of Nant Cwm-yr-Wden is *Llanwrin* (c. 3½ m. E.N.E. of Machynlleth), where the church has some 14th cent. glass in the E. window, and a small 15th cent. rood-screen.

The lofty ridge (2187 ft.) 4-5 m. N.W. of Machynlleth offers hill-walks of a more ambitious kind. We follow the Corris road to (4½ m.) the bridge across a side stream c. ½ m. beyond *Esgairgeiliog* station, and thence ascend (l.) the Nant-y-Coedwig glen to (1½ hr.) the lower summit of *Taren-y-Gesail* (1961 ft.). A walk of ¾ hr. along the grassy ridge brings us to the higher summit (2187 ft.) called *Y Bryddell Arw*. We may return direct to (c. 4 m.) Machynlleth, or continue along the ridge (1¾ hrs.) to *Taren Hendre* (2076 ft.), and descend thence in c. 1½ hr to *Pennal* (p. 139), 4 m. by road from Machynlleth. The feature of the whole walk (c. 15 m.) is the view of the Dyfi estuary.

FROM MACHYNLLETH TO TAL-Y-LLYN, 9 m. (motor coach in summer). A light railway runs as far as (5 m. in 25 min.) Corris.

A popular circular tour from Machynlleth (32½ m.) is to go on beyond Tal-y-Llyn to Abergynolwyn and Towyn (p. 141) and return thence viâ Aberdovey or the Happy Valley (p. 140).

Leaving Machynlleth we cross the Dyfi and ascend the narrow valley of the *Dulas*, with its charming side-glens (see above) on the left. — 5 m. *Corris* (Braich Goch Inn). The road turns N.W. and ascends at once, passing numerous slate-quarries, now of dwindling importance. At c. 6½ m. we reach the pass (666 ft.), obtaining a splendid view of Cader Idris. We descend to (7½ m.) the main road from Dolgelley to Towyn (see p. 141), which we follow to the left, skirting the S. shore of the lake. — 9 m. *Tal-y-Llyn*, see p. 141.

FROM MACHYNLLETH TO DOLGELLEY viâ Corris, 15½ m. We follow the Tal-y-Llyn route (see above) to (7½ m.) the Towyn-Dolgelley road; thence to Dolgelley, see p. 141. For the longer but very attractive route (23½ m.) viâ Dinas Mawddwy, see pp. 136, 141.

FROM MACHYNLLETH TO THE LLYFNANT VALLEY. The lower and more attractive portion of this valley is best reached from (4¾ m.) *Glandyfi* station (p. 134); but *Glas Pwll* (p. 134), 2½ m. from Machynlleth, may be reached direct by a steep lane which diverges (l.) from the Aberystwyth road a short distance outside the town, and crosses the low saddle between Wylfa (l.) and Bryn-glas.

From Machynlleth to Aberystwyth, 18 m. by direct road. We may reach *Pont Llyfnant* either directly (4 m.), or better, viâ Glas Pwll (see p. 138) and the lower Llyfnant Valley (5 m.). Thence we proceed past (5 m.) *Glandyfi* station and (6 m.) *Eglwys Fach* to (6½ m.) *Furnace* where a digression may be made to the left up the beautiful *Cwm Einion* or 'Artists' Valley.' A footpath connects the foot of this glen with Bedd Taliesin (see below). — The road goes on to (9½ m.) *Tre Taliesin* (inn), 1 m. E. of which is *Bedd Taliesin*, apparently a ruined kistvaen, but traditionally the grave of Taliesin, who is popularly regarded as the greatest of the Welsh bards (6th cent.), but is more probably a mythical character, or at most, like Homer, a composite personification. Near by is a chapel (view from the hillside). — The next village on the main road is (11½ m.) *Tal-y-bont*, with flannel mills, whence an attractive and easy route leads N.E. to (2 m.) Bedd Taliesin (see above). For the rest of the way the road is hilly. — 15 m. *Bow Street*. — 18 m. *Aberystwyth* (p. 142).

From Machynlleth to Aberdovey (10 m.) and Towyn (14½ m.) by road. We cross the Dyfi c. ½ m. N. of the station and turn sharp to the left, over a picturesque spur of Moel Goch to reach (4 m.) *Pennal* (Flag Inn), a pretty village with Roman remains and a picturesque 18th cent. church. About ¾ m. farther on the old hill-road to Towyn viâ the Happy Valley (p. 140) diverges on the right. We follow the coast road and reach (7 m.) the shore of the Dyfi estuary, second in beauty only to that of the Mawddach. The railway route (see p. 140) is now closely followed to (10 m.) *Aberdovey* and (13¾ m.) *Towyn*.

From Machynlleth to *Llanidloes*, see p. 157.

Ascent of Plynlimon (10½ m.). The ascent of Plynlimon is usually made from Aberystwyth (p. 142) viâ Dyffryn Castell (p. 147), as the approach from Machynlleth involves a long tramp across wild and somewhat dreary moorland. The simplest route diverges due S. from the old Llanidloes road, 1¼ m. from Machynlleth, just short of a bridge over a stream beyond the golf-course. This lane is pursued for nearly 6 m. up two successive glens, with the 'hump' of Plynlimon visible ahead. It finally ends, at the head of the *Hengwm* valley, on a moorland plateau, whence the summit (3¼ m. farther) is reached by an indistinct track. — An alternative route of similar length, but rougher, leads viâ (2½ m.) Glas Pwll (p. 138) to (8 m.) *Llyn-Pen-Rhaiadr*, and thence over the moor, but it is not recommended on a misty day or after wet weather. — For the ascent from the Llanidloes road viâ Glaslyn, see p. 157.

Cader Idris (see p. 108) may be ascended from Machynlleth viâ Tal-y-Llyn (p. 141), whence either the Tal-y-Llyn route or the Llyn-y-Cau route may be pursued to the summit.

30. FROM MACHYNLLETH TO BARMOUTH

25½ m. Cambrian Railways in 1–1¼ hr. (6/, 3/8½).

Road viâ Corris, 26 m. — 5½ m. *Corris* (p. 138), where we bear to the left for (7 m.) *Upper Corris*. — 13 m. *Cross Foxes* (p. 141). — 16 m. **Dolgelley** (p. 103) — 18 m. *Llanelltyd* (p. 106). — 26 m. **Barmouth** (p. 111). The coast road viâ (13¾ m.) **Towyn** and (29¾ m.) *Penmaenpool* to (36½ m.) **Barmouth** follows, for most of the way, the line of the railway; see pp. 140, 91. Dolgelley may be reached also viâ Dinas Mawddwy, see p. 136.

Machynlleth, see p. 137. The railway descends the green valley of the Dyfi to (4 m.) *Dovey Junction* (Rfmts.), where our branch diverges on the right from the Aberystwyth line (p. 134). We cross the tidal river, and enter Merionethshire, pursuing the N. shore of the pleasant Dyfi estuary.

9¾ m. **Aberdovey** or *Aberdyfi* (*Trefeddian*, ¼ m. N. of the station, overlooking the sea; *Dovey*, pens. 3½–4½ gs. per week, and *Penhelig Arms*, pens. 12/6, facing the estuary; *Gwalia*), is a quiet little watering-place with anchorage for a few small craft in the river. The *Literary Institute* (small fee to visitors) has a useful collection of Welsh topographical works. Aberdovey has a mild climate, good firm sands, and an 18-hole golf-course. There is a ferry to *Twyni Bach*, for Borth (p. 135). Fair bass fishing may be had from boats.

The song and legend of 'The Bells of Aberdovey' are said to originate from the tradition of the drowned Lowland Hundred or Cantref-y-Gwaelod, a Welsh Lyonesse, overwhelmed in c. 520 through the carelessness of Seithenyn, its drunken governor, who neglected to repair the sea-wall.

Beyond Aberdovey the railway turns N., skirting the shore of Cardigan Bay, with hilly country on the right.

13½ m. **Towyn** ('ow' pronounced as in 'now'; **Corbett Arms*, with garden, R. from 4/, D. 5/; *Whitehall*) consists of an old-fashioned inland village enlarged into a seaside resort (4411 inhab.), with scattered villas on the foreshore and a wide esplanade. Towyn is not unpicturesquely situated on the dead level of the *Dysynni* marshes, which are half-encircled by an amphitheatre of hills, opening to admit the delightful long-drawn vistas of the Dysynni and Abergynolwyn valleys, with Cader Idris beyond. There is a gold-course of 18 holes, and boats may be hired on the Dysynni. The interesting *Church* has an early Norm. nave (? late 11th cent.) with curiously primitive whitewashed arcades, and includes some ancient work in the N. transept; but the rest was rebuilt in 1881. At the W. end of the N. aisle is the long and thin 'St. Cadvan's stone,' with an inscription which has never been read satisfactorily: although no longer thought to include the name of Cadvan, the 6th cent. monk from Armorica to whom the church is dedicated, it is believed to be a genuine example of the Welsh language centuries older than any extant MS. There are also, N. of the chancel, two recumbent effigies of the 14th cent., one of a knight, the other of a mass-priest, with the amice almost uniquely drawn to form a hood.

About 4 m. N. of Towyn, a little to the right of the main coast-road to Dolgelley (see p. 141), is *Llanegryn*, where the little church has a font that is possibly Norman, a roof of the Welsh type, and a magnificent 14th cent. *Rood-screen and loft, with rich panels of fretwork. A mile farther E. is *Peniarth*, the seat of the Wynne family. — The old mountain road from Towyn to Machynlleth (12 m.) leads through the *Happy Valley*, with pleasant walks. — From Towyn to (6½ m.) *Abergynolwyn* and *Tal-y-Llyn* by light railway, see p. 141.

From Towyn to Dolgelley. A. Viâ the ridge of Cader Idris, 17 m. by road and footpath. This route, for walkers only, is decidedly the finest. From Towyn viâ *Llanfihangel* to (13 m.) the crest of the ridge, see p. 141; thence to

(17 m.) *Dolgelley* by the bridle-path, see p. 109. The detour to Pen-y-Gader (p. 108) followed by the descent of the Foxes' Path (p. 109) adds less than a mile to the distance. — B. By ROAD VIÂ TAL-Y-LLYN, 19 m. (motor-coach daily in summer; the light railway may be taken as far as *Abergynolwyn*, see below). The direct road follows the *Fathew* valley, but the rough road along the Dysynni (turn to the left at *Brynerug*, 2¼ m. from Towyn, and then to the right) is more interesting and little longer. In the Dysynni valley is (5¼ m.) the bold *Craig-yr-Aderyn*, or *Bird Rock*, overhanging the road. In another mile the stream bends sharply to the right, and crossing it here at (6½ m.) *Pont Ystumaner*, we traverse the narrow and picturesque glen which seems to link the valleys of the Dysynni and the Fathew, but is in reality the main valley of the former. — 7¼ m. Abergynolwyn may be avoided by pedestrians, who take a short-cut up the right bank of the stream. — 10 m. **Tal-y-Llyn** (*Tyn-y-Cornel*, pens. 13/; *Pen-y-Bont*), at the end of the lake, 9½ m. from Towyn by the main road, has a little church with a curious painted roof (? 15th cent.), and is a starting point for an ascent of Cader Idris, see p. 111. A motor service plies in summer to Corris (p. 138). The lake itself (1 m. long, ½ m. wide), which is known by the same name but should properly be called *Llyn Myngil*, lies beneath the S. slopes of Cader Idris, 270 ft. above the sea (trout-fishing; boats 4/ per day). It is best seen from the head of the pass, farther on. We skirt the S.E. shore and pass (11 m.; right) the road to Corris (p. 138). Near (11¾ m.) *Minffordd*, on the left, is the stream which descends from Llyn-y-Cau (ascent of Cader Idris from this point, see p. 110). The road now rises steeply, with crags on either hand, to (13¾ m.; 938 ft.) the head of the pass, and just before reaching the summit we pass on the right the diminutive *Llyn Trigraienyn*, or 'lake of the three pebbles' (three boulders on the shore) fabled to have been shaken by the giant Idris out of his shoe. Beyond the pass, with Gau Graig, the E. extremity of Cader, on the left, the valley opens out as we descend across moorland to (15¾ m.) the *Cross Foxes* inn, with cross-roads to Dinas Mawddwy (right) and to Dolgelley, by the old road (left). We presently pass near (right) the upper entrance to the Torrent Walk (p. 104). — 19 m. *Dolgelley*, see p. 103. — C. By THE COAST-ROAD VIÂ ARTHOG, 20 m. This route runs inland to (2¼ m.) *Bryncrug*, and thence again seaward viâ (4 m.) *Llanegryn* (p. 140) to (6½ m.) *Llangelynin* (p. 142), whence the railway (pp. 142, 91) is closely followed. — D. By THE OLD MOUNTAIN-ROAD, 16½ m. This route, for pedestrians only, strikes upward from the coast-road at Llanegryn (see above), then diverges to the left up a side valley at (5 m.) *Bryn-gwyn* and crosses (9½ m.) the W. end of the Cader range at a height of 1300 ft. Beyond the summit it hugs the steep N. slope of Cader Idris, and descends to Dolgelley viâ (14½ m.) Llyn Gwernan (p. 109).

ASCENT OF CADER IDRIS from Towyn (14½ m. direct). This is best accomplished by taking the light railway to (6½ m.) *Abergynolwyn*, whence we may proceed viâ Tal-y-Llyn or Minffordd (see above). Another route leads from Abergynolwyn through the glen of the Dysynni to a point (8 m.) a little N.E. of *Pont Ystumaner* (see above), where we turn to the right up a lane passing (8½ m., left) a wooded ridge in the valley, crowned by the slight remains of *Castell-y-Bere*, founded by Edward I in 1285 (comp. p. 60) and destroyed by Welsh insurgents nine years later. The ground plan (conditioned by the site) is that of a long, narrow enclosure, at the S. end of which may still be traced a postern protected by a drum. Beyond (9 m.) *Llanfihangel-y-Pennant* (Peniarth Arms), with its rustic church, and just short of a bridge over a stream, are the ruins of a cottage (right; monument). From here Mary Jones started her long tramp across the mountains to Bala in 1804 to obtain a Bible and thus gave an impulse to the foundation of the British and Foreign Bible Society by Charles of Bala (p. 97). We cross the stream where the lane becomes a track, and ascend steadily to (13 m.) the saddle of the mountain, at the stone posts marking the summit of the bridle-path, see p. 109. Thence to (14½ m.) *Pen-y-Gader*, see p. 109. — A more varied ascent bears away to the right (N.E.) c. 2 m. beyond Llanfihangel, past the farm of *Pencoed*, and ascends thence along the ridge of *Mynydd Pencoed* to (10½ m.) the top of *Craig-y-Cau*, joining the route from Tal-y-Llyn (p. 111). For the view, and the descents to Dolgelley and Barmouth see pp. 108, 109, 113.

Beyond Towyn the railway skirts the shore, crossing the mouth of the *Broad Water*, a lagoon into which the Dysynni

flows, with views up the valley of the Bird Rock and Cader Idris. — Beyond (16 m.) *Tonfanau* we obtain, on the left, wide views of the bay, while on our right the W. spurs of Cader Idris approach the coast. — 20¼ m. *Llwyngwril* (inn) is a pleasant seaside village, with good bathing and fishing. The parish church of *Llangelynin*, 2 m. S., a primitive structure close to the shore, has a remarkable old horse-bier and a stoup once reputed to be miraculously supplied with water. On *Castell-y-Gaer*, an eminence close by, are remains of an ancient camp. — 22¾ m. *Fairbourne* (Ynys Faig Hall, pens. from 12/6) is a summer resort with a bathing beach and a 9-hole golf-course (green fee, 2/ daily, 7/6 per week). A miniature railway (6*d.*) runs to the ferry for Barmouth (p. 111). About ½ m. S. is the old village of *Friog*, whence a lane ascends to (½ m.) the waterfall of *Pant Einion*. — 23¾ m. *Barmouth Junction*, see p. 91. We cross the Barmouth Bridge. — 25½ m. **Barmouth,** see p. 111.

31. ABERYSTWYTH

ABERYSTWYTH, a popular watering-place and a university town (11,220 inhab.), stands midway along the crescent sweep of Cardigan Bay, N. of the mouth of the united *Rheidol* and *Ystwyth*. Its bracing climate and its situation within easy reach of some of the finest country in Wales attract numerous summer visitors; but Aberystwyth is also the commercial centre of mid-Wales, and the home of the National Library.

Railway Stations. *Cambrian Railways* in Alexandra Road (Rfmts.); *Devil's Bridge* (Vale of Rheidol) *Light Railway* in Smithfield Road.

Hotels. Queen's, R. 5/, D. 5/; Belle Vue, good, R. 5/, D. 5/, both on the Marine Parade; Lion Royal, family and commercial, Great Dark Gate St., well spoken of; Talbot, Market St., pens. from 8/6; White Horse, Portland St. and Terrace Rd., small but good; Central, Terrace Rd.; Alexandra Temperance, opposite the station. — *Private Hotels, Boarding Houses*, and *Lodgings* are numerous, and apt to be expensive in July–Sept.

Restaurants. *Rea's*, Portland St.; *Owen's*, North Parade and Terrace Road; *Ward's*, 16 and 38 Great Dark Gate St.; *Fellowes's*, 10 North Parade; *Oak Room*, in the Queen's Hotel.

Post Office, Great Dark Gate St.

Motor Omnibuses ply three times daily in 1½ hrs. (5/ return) to *Aberayron* viâ *Llanrhystyd*, going on twice daily to (2 hrs.) *New Quay*. — Motor Coaches run daily in summer to Llandrindod, Tal-y-Llyn, Devil's Bridge, Dinas Mawddwy, Barmouth, etc., and on circular routes to Llanidloes, Lampeter, etc. — Horse brakes run daily to Devil's Bridge and Llyfnant Valley.

Amusements. *Coliseum*, Terrace Road; *Pier Pavilion*, dramatic and musical performances daily. — *Bathing, Boating*, and *Fishing* are well provided for. — *Golf-course* (18 holes), ¾ m. N.E. of the Parade, viâ North Road or Bryn-y-Mor Road. — *Tennis* and *Bowls* at Plâs Crug recreation ground.

History. A castle is said to have been built at the mouth of the Ystwyth by Gilbert Strongbow (p. 144) in 1109, but the town appears to have grown up around the later fortress founded by Edward I in 1277. At first walled, and known as Llanbadarn Gaerog ('fortified Llanbadarn'), the town was "taken at least seven times by the Welsh and burnt at least five times." During the

Civil War it was held for the King, and coins of Welsh silver (comp. below) were minted here in 1637–42. At the close of the 18th cent. the discovery of a chalybeate spring led to a short-lived attempt to emulate Brighton and Weymouth as a fashionable spa; the modern growth of the town is due to less exclusive ambitions.

From the station Terrace Road leads to the *Marine Terrace*, which forms part of the *Parade*, 1½ m. in length, on the sea front. This broad well-paved promenade commands a fine view of the whole of Cardigan Bay, from Snowdon and the Lleyn peninsula to Strumble Head and the Precelly Hills. The *Pier* (adm. 3*d.*; children 2*d.*), over 200 yds. long, has a pavilion holding 2000 people. The *Theological College* of the Calvinistic Methodists, removed from Trefecca (p. 191) in 1906, occupies a handsome building opposite the pier, and farther S. is the **University College of Wales** (entrance in King St.; open daily during vacations 10.30–12.30 and 2–4; adm. 6*d.*), founded in 1872 mainly by the efforts of Sir Hugh Owen (p. 60), and ranking since 1893 as the senior constituent college of the University of Wales (comp. p. 25). The large building, heterogeneous in style, was originally intended for a hotel, and was rebuilt after a fire in 1885. The college has now over 1000 students. In the Museum is a set of the Royalist silver coins minted at the Castle by Thomas Bushel (see above). The new chemical laboratories are conspicuous on Buarth Mawr, a hill near the station.

On the sea front, just S. of the College, are the *Castle Grounds*, laid out as gardens. The ruins of the *Castle*, on a low hill, are the remains of Edward I's building (p. 142), and are clearly those of a typical concentric castle. There remains much of the exterior line of fortification, on a lower level than the inner line and strengthened by drums. The plan is roughly diamond-shaped, but, on account of the site, it is truncated at its S.W. corner. The main entrance was at this corner, and seems to have consisted of a remarkably long passage, leading from the outer gateway to the inner ward: it is protected on the W. by an unusually large drum, and about mid-way are portcullis grooves. On the N.W. face is a curious postern, piercing the base of a semicircular tower (the outstanding feature of the existing ruins) on the inner enceinte, and then descending by steps to a second passage in the outer enceinte. This passage is guarded externally by two small drums, and gives access to the ditch that still surrounds the outer ward on every side except the N. half of the S.W. flank. Of the remainder of the fabric only detached fragments remain in situ. The site of Gilbert Strongbow's castle (p. 142) has recently been located 1½ m. S., on Allt Wen (p. 144).

The *Harbour*, S.E. of the castle, in a small bay at the joint outlet of the Rheidol and the Ystwyth, is little used. At the N. end of the sea front, in Victoria Terrace, is *Alexandra Hall*, a hostel for women students at the College.

The **National Library,** on the Penglais and Borth Road, c. 1 m. from the town, stands on a site of nearly 6 acres presented by the late Lord Rendel. The foundation stone was laid by the King on July 11, 1911. The Library Hall was finished and occupied in 1916 (open 10–5; Sat. 10–1; closed on Sun. and holidays), and the complete building, estimated to cost £300,000 in all, will include also a Central Hall, an Exhibition Hall, a Manuscript Department, and an administrative block.

The movement for a national library in Wales dates from 1872, when a copy of the first Welsh Bible (1588) was sent to the College on the understanding that it was to form the nucleus of such an institution. A royal charter was granted in 1907, and the library, temporarily housed in the Old Assembly Rooms (now Students' Common Rooms) from January 1909, became one of the six entitled to receive a copy of every book published in the United Kingdom; it now contains over 200,000 printed books and about 5000 MSS. The Library specializes in the collection of Welsh literature. Amongst its chief treasures are the 'Black Book of Carmarthen' (12th cent.) containing the oldest known Welsh poems; the 'Book of Taliesin' (13th cent.); the Hengwrt MS. of Bede's 'Ecclesiastical History of Britain'; early MSS. of Geoffrey of Monmouth's 'Chronicle' in Latin, Welsh, and English; MSS. of the Welsh Laws of Hywel Dda (comp. p. 222); the 'Llyfyr Gwyn Rhydderch' or 'White Book of Rederick' (13th and 14th cent.); and two illuminated 15th cent. MSS., one a 'Passionale' probably made for Henry VII.

A good view may be obtained from *Constitution Hill* (485 ft.) at the N. end of the town, although the actual summit is now fenced off, and the cliff railway, opened in 1896, disused.

Crossing the Rheidol by the bridge at the foot of Bridge St or by the ferry to the stone pier, we may reach (1 m. S.) *Pen Dinas* (410 ft.; view), a hill between the two rivers, with traces of an early British camp and an unsightly monument to the Duke of Wellington. About 1½ m. farther S., beyond a bridge over the Ystwyth, is *Allt Wen* (view) the 'white cliff,' with traces, on the landward side, of another camp, possibly Strongbow's castle (p. 142). Hence we may continue S. over the rough beach at low tide to (3½ m.) *Twll Tywe*, or Thunder Hole, commonly called the 'Monk's Cave,' a rock cavern accessible also from the sea in calm weather (boat from Aberystwyth 10/).

A pleasant walk may be taken to (6 m.) *Borth* (p. 135) by the coast path over Constitution Hill which descends to the shore at (c. 1½ m.) *Clarach Bay* (good bathing). Here we cross a stream and follow another section of cliffs to the curious rock causeway of *Sarn Cynfelin*, said to be the remains of a road leading to the drowned Lowland Hundred (p. 140) From (2¾ m.) *Wallog* a lane ascends a glen (r.) to (3¾ m.) the hilly direct road between Aberystwyth and Borth. This road descends to (6 m.) Borth, with fine views across the Dyfi estuary. Or from Wallog we may, after crossing the stream and passing through a wood, take a footpath skirting the hill (*Moel Cerni*) and joining the Borth road ¾ m. farther N.

The village of **Llanbadarn Fawr,** 1½ m. E.S.E., is reached from Aberystwyth either by road (viâ Northgate St.) or by the Devil's Bridge light railway (p. 145). This was the parent village of Aberystwyth, with the parish church, and in the 6-8th cent. the seat of a bishopric founded by St. Paternus, Bishop of Vannes, who together with Cadvan came over from Armorica. In the 8th cent. the see was merged in the diocese of St. David's. The aisleless cruciform parish church, 140 ft. long and 90 ft. across the transepts, with a central tower 40 ft. square, is one of the largest in Wales but the interior has been disfigured by injudicious restoration Except for the sanctuary, which may be a 15th cent. extension, the whole is a singularly plain and dignified building of the early 13th cent., but its prevailing austerity is relieved by the beautiful S. doorway. An unusual feature is the arrangement of the three lancets at the W. end and the three on the S. of the S. transept. In this transept are two Celtic crosses, of which the smaller (*Carreg Samson*; c. 3 ft. high and much mutilated) may date from the 6th cent., while the larger (c. 8 ft. high) is one of the finest free-

standing crosses in Wales. On the chancel floor is a memorial slab to Lewis Morris (1700–65), 'scholar, philosopher, poet, patriot,' and ancestor of Sir Lewis Morris (p. 222). The 14th cent. poet Dafydd ap Gwilym, who eloped with an Anglesey princess may have been a native of this parish, although his birthplace was more probably *Broginin*, 6 m. N.E.

In the valley of the *Paith*, c. 3½ m. S.E. of Aberystwyth, are the beautiful grounds of *Nant Eos* (adm. on application).

FROM ABERYSTWYTH TO THE DEVIL'S BRIDGE. 11¾ m. by light railway to *Devil's Bridge* station in 70 min.; 12 m. by direct road on the S. of the Rheidol valley: 15 m. by the Llanidloes road through Pont Erwyd. This is the chief excursion from Aberystwyth and should not be omitted.

The railway, taken over by the Cambrian Railways in 1913 (1 ft. 11 in. gauge), keeps to the S. bank of the Rheidol (best views on the left). — 1 m. *Llanbadarn*, see p. 144. — 2¼ m. *Glanrafon*. — 5 m. *Capel Bangor*, near the Rheidol bank, is the last lowland station; the rest of the journey is made with an average gradient of 100 ft. per mile. The valley rapidly narrows, and the windings of the line afford ever-changing views of great beauty, though recent timber-felling has almost stripped many of the slopes. — 6½ m. *Nantyronen*. — At (7½ m.) *Aberffrwd* begins an ascent of 1 in 50 which continues for 4 m. — 9 m. *Rheidol Falls*. The 'White Stag,' a bare patch of rock, is seen on the opposite bank, and we enjoy a good view of the waterfall. From (10¾ m.) *Rhiwfron* and beyond we obtain charming vistas of the gorge. — 11¾ m. *Devil's Bridge*.

Motor coaches from Aberystwyth (daily in summer; 5/ return) make the outward journey to the Devil's Bridge by the direct road (see below), and return viâ (1½ m.) *Ysgyttty Cwnfyn*, where the parishioners have the right of electing the vicar. Some stones of a megalithic circle are built into the churchyard wall. Near by is the Parson's Bridge (p. 146). At (3 m.) *Pont Erwyd* (inn) we join the road from Llanidloes and follow it over (4½ m.) *Bwlch Nant-yr-Arian* (1027 ft.) to (7½ m.) *Goginan*, with many disused lead-workings. Thence we descend the *Melindwr* valley to (10 m.) *Capel Bangor* (see above) and (14½ m.) *Aberystwyth*.

The direct road, although hilly, is the better route to the Bridge for walkers and cyclists. We quit Aberystwyth by Bridge St., cross the Rheidol, and begin a long ascent to (1 m.) *Penparcau*, a suburban village, where the Carmarthen road (p. 224) branches off to the right. There is an almost continuous ascent for the next 7 miles, through increasingly beautiful scenery. Just before the sixth milestone (600 ft.) we obtain a fine view of the winding Upper Rheidol valley, with the twin domes of Plynlimon conspicuous in the distance. Near the seventh milestone is the small *Henffordd Arms* inn; 2 m. beyond which is the highest point of the road (989 ft.), with a striking view of the precipitous N. side of the Rheidol glen. The valley is masked by hills on the left as we descend. — 12 m. *Devil's Bridge*.

The ***Devil's Bridge** (*Rfmts.*; **Devil's Bridge Hotel*, near the station, pens. from 15/), with its landscape of crag, torrent, and wooded glen, is one of the most frequented scenes of

natural beauty in the kingdom. The Rheidol here suddenly changes its direction from S. to W. and at the bend is joined from the E. by the *Mynach*, which here descends 210 ft. through a rocky chasm, in a cataract sequence merged in spate into an almost continuous fall. An unpoetic iron bridge (1901) spans the stream as it glides over the lip of the fall; just below this is the stone bridge of 1753; and lower still is the original *Pont-y-gwr-Drwg* or 'Bridge of the Evil One,' traditionally ascribed to the Devil, like others of European fame, but more probably the work of the Knights Hospitallers, who held property in the district. Giraldus records his passage over a bridge here in 1188.

The falls are enclosed in the grounds of the hotel (adm. 1/ to non-residents; all routes are clearly marked). We cross the modern bridge and pass through a turnstile (r.) to get a fine view of the *Punchbowl* into which the Mynach plunges. We return to the road by a different path and cross to a second turnstile directly opposite. A short path to the left near this turnstile brings us to the best view of the three bridges. Halfway down the main descent a divergence (r.) of a few yards leads to a good view-point for the distant Cyfarllwyd Fall (see below). Farther down the main descent a platform is reached, from which is obtained the best view of the whole series of falls and in particular of its principal component (c. 110 ft. high). Ninety-one more steps ('Jacob's Ladder') lead steeply down to a light iron foot-bridge across the Mynach at the foot of the falls. We re-ascend towards the road by a path on the other side which, although it keeps closer to the falls, does not afford a single comprehensive view: about halfway up a path branching to the right, with fine views of the Rheidol glen, leads in 10 min. to the *Nant Llettys* falls (c. 100 ft.) which if less voluminous than those of the Mynach surpass them in the beauty of the surrounding foliage.

The *Cyfarllwyd Fall*, well seen from the view-point mentioned above and from the hotel, is reached by following the main road beyond the bridge for c. ¼ m. to a point (guide post) where a path turns off (l.) through the wood. This brings us to the fall (adm. 3*d*) in 10 min., and an obvious side path (r.) near the top of the last descent leads up to the *Raven's Rock*, with a fine view of the Rheidol gorge.

The *Parson's Bridge*, 2 m. from the Devil's Bridge along the Pont Erwyd road, is best reached from *Yspytty Cynfyn* (p. 145) whence a track across three meadows leads (l.) in 10 min. to the side of the gorge and zig-zags down it to the light bridge, below which the river rushes through a narrow cañon, with numerous potholes.

From Aberystwyth a pleasant round of c. 32 m. (brakes in summer 5/) may be made to Hafod and the middle valley of the Ystwyth. To (12 m.) *Devil's Bridge*, see p. 145. We turn to the right just before reaching the bridge and ascend the Mynach valley for c. ¾ m. Thence we proceed S.E. to (13½ m.) the

road-summit (1223 ft.), where there is a rustic arch erected by Thomas Johnes (see below) to commemorate the jubilee of George III. We descend into the valley of the Peiran, keeping to the right where (14¼ m.) the road forks, through a gateway into a wood. At 15 m. is the entrance lodge to *Hafod House* (no adm.), a beautiful demesne near the junction of the Peiran with the Ystwyth reclaimed from the wilderness by Thomas Johnes (1748-1816), who issued his translations of Froissart's and Monstrelet's Chronicles from a private press established here. The small *Peiran Falls* are 5 min. walk from the lodge. The rebuilt church of *Eglwys Newydd*, ½ m. farther on (key at lodge), contains, in the N. transept, an imposing statuary group by Chantrey representing the death of Col. Johnes's daughter, and a window with old stained glass from a church in Holland. We descend the valley of the Ystwyth; the hills across the dale are noted for their rich colouring. The road beyond (17 m.) *Pont Rhyd-y-Groes* (Bear Inn) follows the Ystwyth closely as far as (23 m.) *Trawscoed* where we cross the railway from Carmarthen. Thence viâ (26 m.) *Llanilar* to (32 m). *Aberystwyth*, see p. 227. — Strata Florida Abbey (p. 226) lies c. 5 m. S. of Pont Rhyd-y-Groes, viâ (1 m.) *Yspytty Ystwyth*.

Ascent of Plynlimon. The mountain of **Plynlimon** (2468 ft.), although much derided by cragsmen and notorious among walkers for its bogs, is a moorland dome not without grandeur. The principal difficulty of the ascent has been held to be that of discovering the summit, whence the view is expansive rather than alluring, amid unbroken solitudes. Five rivers (the Severn, p. 157, the Wye, the Dulas, the Llyfnant, and the Rheidol) rise on the slopes. — The usual starting-point is the inn of *Dyffryn Castell* (see below), 14 m. from Aberystwyth on the road to Llanidloes. Hence we follow a monotonous and almost trackless route, flanked by occasional lead-workings and indicated by an irregular line of white posts, as far as (4 m. N.; 2 hrs.) the summit of *Pen Plynlimon Fawr* (2468 ft.), 1 m. N. of which is *Llyn Llygad Rheidol*, a tarn from which the water-supply of Aberystwyth is drawn. The least fatiguing and usual descent is now made directly to (2½ m. S.S.E.; 1¼ hr.) *Eisteddfa Gurig* (see below); but good walkers may instead proceed to (2½ m. N.E.; 1½ hr.) the secondary summit of *Pen Plynlimon Wstle* (2427 ft.), descending thence to (8 m. E.S.E.) *Llanidloes* (p. 157) viâ (3 m.) the farm of *Rhyd-y-Benwch* and the valley of the infant Severn. — For the descent to (10½ m. N.N.W.) *Machynlleth*, see p. 139. — Even in the driest weather it is inadvisable for solitary walkers to stray far from the above tracks on this sodden moorland, and in misty weather it is possible to wander for hours over its featureless surface. A good map and compass are essential.

From Aberystwyth to Llanidloes, 29½ m. by road. Motor-coaches make a circular tour in summer returning viâ Llandinam (p. 156) and Machynlleth (p. 137). The direct road to the Devil's Bridge (p. 145), connecting with this route either at Pont Erwyd or (by a slightly shorter branch road) c. 1½ m. farther on, adds 2–3 m. to the distance but is much more interesting. From Aberystwyth to (11½ m.) *Pont Erwyd* where the road to the Devil's Bridge (p. 145) branches off on the right, see p. 145. We pass the great wheel of a still active lead mine near the junction with the hilly road from Devil's Bridge (see above). — 14 m. *Dyffryn Castell* (inn) is the starting-point for the ascent of Plynlimon (see above). The road now climbs steadily through desolate country (cyclists can ride most of the way) along the S. slopes of Plynlimon to the top of the pass at (16½ m.) *Eisteddfa Gurig* (1350 ft.) where we enter *Montgomeryshire* (p. 129). An inn here formerly announced on its sign 'The notorious hill Plinlimon is on

the premises.' We descend beside the *Tarenig*, which splashes down over slate ledges on the right, and joins the Wye a little above (20½ m.) *Glan Severn Inn.* The descent now becomes more gradual and the country less wild and barren. — 24½ m. *Llangurig* (900 ft.; Black Lion, good, pens. from 10/6) is a pretty village whose picturesque restored church has interesting fragments of an earlier structure, including the base of the tower (probably 12th cent.) and portions of a 13th cent. lancet window (S. wall of nave). The E. window and details of the rood-screen date from the 15th cent. Here a road branches S. down the Wye valley to (9½ m.) *Rhayader* (see below). We go on E. parallel with an unfinished railway over a low saddle (960 ft.) and down the *Tylwch* to its junction with the Severn at (29½ m.) *Llanidloes* (p. 157).

From Aberystwyth to Rhayader, 34 m. by road. From Aberystwyth to (24½ m.) Llangurig, see above. We descend the narrowing Wye valley keeping close to the left bank of the river amid increasingly beautiful scenery, until we reach (c. 30 m.) an open strath surrounded by steep wooded hills. Here at a bend the river receives the *Marteg* from the N.E.; and the railway from Llanidloes (p. 157), descending from the valley of the latter, henceforth accompanies our road on the farther bank of the Wye. — 34 m. *Rhayader*, see p. 157.

The old road to Rhayader (29 m.) viâ the Devil's Bridge and the Upper Ystwyth valley (scarcely practicable for motors) traverses as lonely and desolate a tract as any in Wales, and crosses the watershed at a height of 1320 ft. — 24 m. *Pont-ar-Elan* and thence to *Rhayader*, see p. 158.

From Aberystwyth to the *Llyfnant Valley*, by brake (4/6), or by train viâ Glandyfi, see p. 134; to *Strata Florida*, *Lampeter*, and *Carmarthen*, see Rte. 45; to *Machynlleth*, see p. 134.

32. FROM SHREWSBURY TO LLANDOVERY AND SWANSEA

115¼ m. L. & N.W.R. and G.W.R. in 4¼–5⅓ hrs. (30/11, 15/5½); to *Llandrindod Wells*, 51½ m., in 1½–2¼ hrs. (15/9, 7/6); to *Llandovery*, 79 m., in 2½–3½ hrs. (24/2½, 11/7); to *Carmarthen*, viâ Llandilo (p. 155), 104½ m., in 3¾–4⅔ hrs. (30/7½, 15/4½). — This route, known as the 'Central Wales Railway,' connects the valleys of the Severn and the Wye with that of the Towy, parts of which are extremely picturesque. Through-carriages are run from Birmingham, Manchester, and Liverpool to Swansea.

Road, 123½ m. From Shrewsbury to (32 m.) *Newtown*, see p. 129. — Thence to (59½ m.) **Llandrindod Wells**, see p. 133. — 67½ m. **Builth Wells** (p. 159). — 73½ m. *Garth* (p. 151), where we diverge to the right from the road to Llangammarch. — 76 m. *Beulah*. — We turn to the left for (80 m.) *Llanwrtyd Wells* (p. 152). — 91 m. **Llandovery** (p. 152). — 96½ m. *Llangadock* (p. 153). — 108½ m. *Brynamman* (p. 194). — 115½ m. *Pontardawe* (p. 194). — 123½ m. **Swansea** (p. 213).

Shrewsbury, see p. 125. Thence to (20 m.) *Craven Arms*, see Rte. 34. — Our line here diverges to the right from the line to Hereford. — 22¼ m. *Broome* is the station for *Clungunford*. 1½ m. S., and for **Clun** (*Buffalo*), 6½ m. W., situated on the *Clun*, here crossed by an ancient bridge. Clun Castle, dating from the reign of Stephen or earlier, is, like Painscastle (p. 160), sometimes identified with the 'Garde Doloureuse' of Scott's 'The Betrothed.' It was blown up by the Parliamentary forces, and the ruins now belong to the Duke of Norfolk, who takes his title of Baron Clun from this place. Near *Whitcott Keysett*, 2 m. N.W., is a remarkable menhir, 8½ ft. high. — *Leintwardine*, 3 m. S.E. of (24¾ m.) *Hopton Heath*, was the Roman station Bravonium, on Watling Street. In the church is the tomb of General Tarleton (1754–1833), who served in the American War of Independence. A few

miles farther on we reach the *Teme*, which here forms the boundary between Shropshire and Radnorshire.

Radnorshire, a small border county, almost entirely English-speaking, includes the high moorland tract of Radnor Forest and a part of the Wye valley famous for its beauty. Created by Henry VIII from the lands of the Lords Marchers, who had possessed themselves of the old lordships of Elvel, Melynedd, and Gwrthreynion, the county has always been noted for its poverty, and with "never a park nor ever a deer" affords somewhat barren pasturage. Radnor sheep, however, are bred by thrifty graziers. The name Radnor signifies perhaps 'the land of mountain tracks' (A.S. rade-nore). The county owes much of its present prosperity to the increasing flow of pleasure seekers from the industrial districts of S. Wales.

32¼ m. **Knighton** (*Norton Arms*, R. 4/6, D. 5/; *Swan*, R. 3/6, D. 3/), a small border town (1701 inhab.) with a woollen industry, stands on the Welsh bank of the *Teme*. The station is in Shropshire. The motte-and-bailey castle was first mentioned in 1181; while a second castle (*Bryn-y-Castell*), just outside the town, may possibly have been a 'siege castle,' but the close contiguity of these mounds is difficult of explanation. To the S. of the town is a well-preserved portion of Offa's Dyke (p. 45), from which the place derives its Welsh name, *Tref-y-clawdd* (the town of the dyke). The church retains its ancient tower. — *Caer Caradoc* (1321 ft.), 2¼ m. N.E., in Shropshire, with a British camp and a cave, is the traditional scene of a defeat of Caractacus in 51 A.D. (comp. p. 88).

From Knighton to Builth viâ New Radnor, 25 m. by road, through undulating country. We keep to the right where the road forks at the S.E. end of the town and ascend steeply to a saddle (1079 ft.) where Offa's Dyke crosses the road, and a branch to *Presteign* (4 m.; p. 164) goes off on the left. We proceed S., down a narrow glen, to (4 m.) *Whitton*, in the valley of the *Lugg*. At *Pilleth*, 1¼ m. N.W., Sir Edmund Mortimer was defeated "in changing hardiment with great Glendower," in 1402. The 14th cent. church has a low, sturdy W. tower, with a singular tent roof (of a type more common in France). *Castell Ffoel Allt* is a fine motte-and-bailey castle in the neighbourhood. The road again rises to cross another saddle (6½ m.; 934 ft.). Here the direct road turns to the right and skirts the S.E. slopes of Radnor Forest in a series of ups and downs; cyclists will find it advisable to keep straight on to (c. 3 m.) *Walton*, where a road to New Radnor diverges on the right. — 10½ m. *New Radnor* and thence to (25 m.) *Builth*, see pp. 163, 164.

From Knighton to Pen-y-Bont viâ Bleddfa, 14 m. by road. The road, following the line of the aqueduct from the Elan valley to Birmingham, ascends for c. 3 m. (1157 ft.), and then descends to the valley of the Lugg. Just after crossing (c. 5 m.) the stream, we may diverge by a lane on the left to visit the charmingly secluded village of (1¾ m.) *Cascob*, the picturesque little church of which, built on what seems an artificial mound, has a typical Welsh porch (S.), and a tower of remarkable ground-plan (twice as long from N. to S. as from E. to W.), surmounted by an original example of the local timber-framed belfry. Inside is a restored 16th cent. rood-screen with interesting deviations from local type: on the top is preserved one side of the ancient loft. We return to the road, and reach (7 m.) *Bleddfa*, beyond which the road mounts steeply along the N. flank of Radnor Forest to a height of 1201 ft., and then descends to (11 m.) *Llanfihangel Rhydithon* (p. 163). We traverse the picturesque common of *Rhos Swydd* shortly before reaching (14 m.) *Pen-y-Bont* (p. 150).

Beyond Knighton the railway crosses the Teme and ½ m. farther on enters *Radnorshire* (see above) and Wales. — 34½ m. *Knucklas*, with *Knucklas Castle*, a fine early British camp, stands on a hill c. ½ m. to the N.W.

From Knucklas a hill-road continues the ascent of the Teme through unfrequented country to (19 m.) *Newtown* (p. 132, passing (5½ m.) *Begwilly*), where the church retains its rood-screen, with the base of its loft.

The railway now quits the valley of the Teme and about 3 m. beyond Knucklas it reaches its summit-level (1078 ft.) in a tunnel. 38½ m. *Llangunllo*, c. 1 m. E. of which is a fine circular British camp on the *Gaer* or *Bailey Hill*. We are now near the sources of the Lugg, but beyond (41½ m.) *Llanbister Road* (c. 5 m. E. of Llanbister village, p. 133) we begin the descent of *Cwm Aran*, which drains into the basin of the Wye. On the left rise the rounded N.W. slopes of Radnor Forest (p. 163). Beyond (45 m.) *Dolau* we cross the Ithon and thread a short tunnel.

48 m. *Pen-y-Bont* is the nearest station to Cwmhir Abbey (see below) and is within 1¼ m. of Llanbadarn Fawr (p. 133). The village (Severn Arms, comfortable), on the Ithon, c. 1½ m. E.S.E. of the station, offers convenient headquarters, as an alternative to Llandrindod Wells, for the exploration of this part of Wales (comp. pp. 149, 164).

Cwmhir Abbey, c. 6 m. N.N.W. via (¼ m.) *Cross Gates*, and up the winding valley of the *Clywedog* (the 'cwm hir' or 'long valley'), was founded in 1143 for Cistercian monks from Whitland (p. 222). The existing remains are very slight, comprising little more than foundations and the fish-stews, and except for students of the monastic plan are hardly worth a visit. Though the reconstruction of the church was planned in the 13th cent. on a remarkably ambitious scale, the choir was never built, the transepts were left unfinished, and the nave (242 ft. long) was destroyed by Owen Glendower in 1401, while at the Dissolution (1536) the abbey contained only three monks. It is said, but without positive evidence, that the beautiful 13th cent. N. arcade in Llanidloes church (p. 157) was removed from Cwmhir at the Dissolution. Similar doubt affects the statement that Llewelyn ap Gruffydd (d. 1282; p. 151) was buried in the abbey. *Rhayader* (p. 157) lies 6½ m. W.S.W. of Cwmhir by rough hill road; *Llanbister* (p. 133), 4–5 m. E.N.E., is reached by intricate cart-tracks through some of the prettiest country in Radnorshire.

51½ m. **Llandrindod Wells** (4605 inhab.) is by far the most important spa in Wales, vying in some respects even with Harrogate and Buxton. The surrounding country is rather uninteresting but commands good views of the mountains beyond the Wye. The climate is bracing, even to severity, so that the full 'season' is necessarily short.

Hotels. Rock Park & Spa, pens. from 15/ (16/6 in the season); Pump House, near the Pump Room, with bathing establishment; Metropole, with baths, R. or D. 6/6; Ye Wells, R. 5/, D. 5/; Gwalia; Montpellier, pens. 21/; Lansdowne, pens. from 18/, both near the Pump Room.—*Private Hotels* and *Boarding Houses* are numerous.

Amusements. *Grand Pavilion*, visited by good theatrical and operatic companies in the season.—*Golf* on the Common and near Rock Park Baths; *Fishing* in the Ithon.

The medicinal virtues of the springs have been known since 1696, but the reputation of the spa hardly became established until about the middle of the 19th century. The saline, sulphurous, and chalybeate waters are supplied by about 30 springs and are used both for bathing and for drinking. The bath establishments are well equipped and provide for a great variety of different treatments, and the entertainment

of visitors and patients is not forgotten. There are attractive public gardens at the *Rock Park Grounds*, with a bowling-green; at the *Recreation Ground*, S. of Holy Trinity Church, with tennis and croquet lawns; and on the *Common*, with a boating-lake (regattas in summer). Bands play at the different spas, and concerts, etc., are given in the *Pavilion* and the *Albert Hall*. Llandrindod is supposed to be the 'Llandrysak' of Miss Braddon's 'Hostages to Fortune.'

Little Hill (1165 ft.) 1 m. E., commands a fine view, and the walk thither may be continued to (2½ m.) *Cefn-Llys* church (small 15th cent. rood screen) prettily situated in the secluded valley of the winding *Ithon*. On the steep hill rising directly above is a Norman motte-and-bailey, on which once stood Cefn-Llys Castle, built in 1242. The well-marked Roman camp of *Castell Collen* lies c. 1½ m. N. of Llandrindod, across the Ithon.

Excursions may be conveniently made from Llandrindod to *Cwmhir Abbey* (p. 150; 10 m.), *Rhayader* (p. 157; 12 m.), *Builth* (p. 159; 8 m.), *New Radnor* (p. 163; 15 m.) and *Old Radnor* (p. 163; 18 m.). — From Llandrindod to *New town*, see p. 133.

The line now descends to the Wye valley at (57¼ m.) *Builth Road* (Rfmts. at the adjacent Cambrian Station, p. 159), where we cross the line from Shrewsbury to Brecon (Rte. 33). For *Builth Wells*, 2 m. S.E., see p. 159. We cross the Wye into Brecknockshire and ascend the valley of its tributary, the *Yrfon*.

Breconshire or **Brecknockshire,** named from Brychan, a Welsh prince of the 5th cent., is a border county famous for its noble mountains (Black Mountains, Brecon Beacons, etc.). On the Herefordshire border the scenery is diversified by orchard-studded valleys. Its parish churches, often set in roughly circular churchyards and half-concealed by ancient yews, are both characteristic and interesting; while Brecon Priory Church is a building of higher fame. The county is now given up to farming, and the manufacture of woollens and hosiery is nearly extinct.

We cross the Chwefru and enter the Yrfon valley at (59¼ m.) *Cilmery*. At *Cwm Llewelyn*, ½ m. from the station, an insignificant monument marks the spot where Llewelyn ap Gruffydd, the last native Prince of Wales, was killed by the English in 1282 (comp. p. 150). He was buried, according to some, at *Cefn-Bedd*, near the inn (comp. p. 150). On the left is the long escarpment of the Mynydd Epynt (1560 ft.). — 62½ m. *Garth*, with a small pump room and magnesian springs.

64¼ m. **Llangammarch Wells** (*Lake Hotel & Pump-house*, c. 1 m. E. of the station, R. 6/, D. 6/6; *Links*, unlicensed, R. 5/. D. 6/; *Bungalow*, private hotel; *Cwmbryn Temperance; Cammarch*, near the station), charmingly placed at the confluence of the Yrfon and the *Cammarch*, possesses mineral springs containing barium chloride (unknown elsewhere in Britain), which are especially useful in heart diseases. There is an 18-hole golf-course (green-fee, 2/6); and the Yrfon (salmon) and the Cammarch provide good fishing. Llangammarch was the birthplace of John Penry, the 'Morning Star' of the Welsh Reformation, to whom the 'Marprelate Tracts' were (probably quite wrongly) attributed, and who was hanged in London in 1593 · and of the loyalist Bp. Howell

(1588–1646). Theophilus Evans (1694–1767), author of a 'History of Enthusiasm,' was vicar of Llangammarch.

67¾ m. **Llanwrtyd Wells** (*Dol-y-Coed Hotel*, ¾ m. N. of the station, in pleasant grounds; *Abernant Lake*, pens. from 13/6, *Askomel Arms*, both near the station; *Neuadd Arms*, R. 3/, D. 4/6; *Belle-Vue*, in the village), another of the Welsh spas (1171 inhab.), more popular in character, possesses chalybeate and sulphur springs, but its saline water is brought from Builth Wells (p. 159). The modern settlement (c. 650 ft.) lies on the Yrfon, ½ m. from the station, but the old village with the parish church is c. 1 m. farther up the valley. The artificial *Abernant Lake* (50 acres; motor-boats) and pleasure grounds lie on the S. side of the railway. Golf and fishing may be enjoyed in the neighbourhood, and Llanwrtyd offers convenient headquarters for visiting the upper valley of the Yrfon. *Carn Dwad* (1464 ft.), an isolated hill ¾ m. N.E. of the old church, affords good views.

From Llanwrtyd Wells a pleasant road ascends the narrow rocky glen of the Yrfon to (5½ m.) *Abergwessin* (Grouse Inn; comfortable), which has a striking modern church in the old churchyard, and, just across the Yrfon, the ruined old church of *Llanddewi Abergwessin* with a venerable yew-tree in the burial ground. — From Abergwessin the road goes on up the Yrfon valley to (c. 2½ m.) the farm of *Llanerch-yrfa*, whence a track (for walkers only) leads over the hills to (12 m. from Abergwessin) *Tregaron* (p. 226). Another fine hill-walk leads S.W. over the *Bwlch-y-Dorfa* (1069 ft.) to (7½ m.) *Capel Ystradffin* (p. 153) and (10½ m.) *Llandovery* (see below). Less ambitious walkers may proceed from Abergwessin to the E. over the saddle (1089 ft.) and descend the wooded valley of the *Cnyffiad* to (6 m.) *Beulah* (inn), which is 3 m. from the railway either at Llangammarch (p. 151) or at Garth (p. 151) and 4½ m. from Llanwrtyd Wells.

The *Sugar Loaf* (1050 ft.), c. 3½ m. S.W. of Llanwrtyd Wells and c. ½ m. within the boundary of Carmarthenshire, though rising only 100 ft. or so above the Llandovery road, commands a beautiful view.

The railway now ascends to the *Sugar Loaf Tunnel* (1000 yds.), on the watershed (c. 900 ft.) between the basins of the Wye and the Towy. We emerge from this in *Carmarthenshire* (p. 219), and reach the wildest part of the journey. A fine view down the valley of the *Bran* opens to the S.W. (l.) as the line curves W. a little before crossing the river by a lofty viaduct. — 74½ m. *Cynghordy*. The 15th cent. church of *Llanfair-ar-y-Bryn*, on the opposite bank of the Bran, is built within the walls of a Roman station, possibly the Luentium of Ptolemy (comp. p. 225), and fragments of Roman brick may be seen below the E. window and in the N. wall. In the churchyard is buried the Rev. Wm. Williams (1717–91), author of many Welsh hymns.

79 m. **LLANDOVERY** (*Castle*, Borrow's hostelry; *King's Head*), an old-fashioned little borough (1932 inhab.), owes its name (*Llan ym Ddyfri*, 'the church amidst the waters') to its position at the confluence of the *Gwdderig* and the Bran and c. 1½ m. above the confluence of the Bran and the *Towy*. Of the Norman *Castle*, a few remains (oval motte, roughly quadrangular bailey, and slight fragments of later masonry) occupy a knoll near the Castle Hotel. It was partly burned

by Gruffydd ap Rhys in 1115, and does not appear to have been long held by the English after 1159, though its "alterations were many." *Llandovery College,* near the station, was founded in 1848 and ranks with Christ's College at Brecon (p. 196) as one of the two 'public schools' of Wales. To the S. of the town is the parish church of *Llandingat,* with a bold 15th cent. tower and a 'low-side' window. Rhys Prichard (1579–1644), known as 'the vicar of Llandovery' and celebrated for his preaching and as the author of 'The Welshman's Candle,' a paraphrase of the Gospels in Welsh quatrains, became vicar of Llandingat in 1602. The ruins of the house built by him at the E. end of the town are still standing. The 'Mabinogion' of Lady Charlotte Guest issued from a once noted press in Llandovery in 1838–9.

The most attractive excursion from Llandovery is that up the E. side of the upper VALE OF TOWY viâ (7 m.) the hamlet of *Nant-y-Mwyn* (inn) to (10 m.) the farm of *Ystradffin,* to which point driving is practicable. The return may be made by the W. bank (crossing the river 2 m. S. of Ystradffin) viâ *Cilycwm* (inn). At Ystradffin Farm we may enquire our way to (½ m.) *Twm Shon Catti's Cave,* the retreat, remarkable only for its narrow entrance, of 'Tom John, son of Catherine' (1530–1620), a bard whose youthful freebooting escapades gained him unjustly the title of the 'Welsh Robin Hood.' He married the heiress of Ystradffin and ended his career as a magistrate. From the little *Capel Ystradffin* a route crosses the hills to (7½ m.) *Abergwessin* (see p. 152). Strong walkers may follow up the valley of the Towy, through one of the remotest regions in Wales, till they join (7 m.) the track from Abergwessin to Tregaron (see p. 152). — From Llandovery to (12½ m.) *Devynock* by road, see p. 193.

ASCENT OF THE CARMARTHEN VAN, 3½–5 hrs. (driving is practicable to Blaenau Fin). The road leading S. from Llandovery quits the town by the bridge over the united Bran and Gwdderig and crosses the hill to (3 m.) *Myddfai,* in the shallow vale of a second *Bran,* where the 13th cent. church has a 'low-side' window. The hilly road goes on thence S. to (7 m.) *Llanddeusant* (inn) and ends at (8 m.) *Blaenau Fin* (c. 800 ft.). We now climb the shoulder of the mountain in front of us, keeping to the right (S.) of the little tarn of *Llyn-y-Fan-Fach* and bending to the left (E.) on (c. 9½ m.) the edge of the escarpment, which we follow over two successive summits. The first of these (c. 1½ m. after reaching the edge) is the *Carmarthen Van* proper (2460 ft.) and the second (1½ m. farther) is strictly the *Brecknock Van* (2632 ft.) and is just inside Brecknockshire; but the name Carmarthen Van is given loosely to the whole range. The view is extensive in all directions, even the highlands of North Devon being visible in clear weather. A little below the higher summit, on the E. side, lies the tarn of *Llyn-y-Fan-Fawr,* one of the sources of the Tawe. The descent may be made S.E. to (c. 5 m.) Penwyllt (p. 194). — From Blaenau Fin an alternative return to Llandovery may be made down the pretty glen of the *Sawdde* to (8 m.) *Llangadock* (see below) and thence by train.

The railway crosses the Towy c. 1 m. below Llandovery, and then follows its W. bank. — 82¾ m. *Llanwrda* (Vale of Towy Inn; Royal Oak) stands in a side valley.

FROM LLANWRDA TO LAMPETER, 16 m. by hill-road. We ascend the glen of the *Dulais* to (5 m.) the pass of *Bwlch-Cefn-Sarth* (759 ft.) and thence descend to the upper valley of the Cothi (p. 155) at (3½ m.) *Pumpsant,* ¼ m. S. of which are the remains of a Roman villa. A road diverging to the right before we reach the bridge and ascending the Cothi passes (¼ m.) the famous *Dolaucothi* gold-mines, supposed to have been worked by the Romans. — Beyond Pumpsant we cross the watershed (1025 ft.) between the Cothi and the Teifi, and descend to (7½ m.) *Lampeter* (p. 225).

We recross the Towy. — 84¾ m. *Llangadock* (Red Lion, tea, R. & B. 7/6; Castle, Royal Oak), a decayed little town

on the Sawdde, ½ m. E. of the station, is a starting-point for the ascent of the Carmarthen Van (see p. 153). *Mandinam*, 2 m. E., was the home of Joanna Bridges, Jeremy Taylor's second wife (1656). — The railway again crosses the Towy. — 86¼ m. *Glan-Rhyd*. About 2 m. S., on the hill above the village of Bethlehem, is *Carn Goch*, a prehistoric camp (view), said to be the largest in Wales, with remains covering c. 15 acres and enclosed by a huge stone rampart. — 88¼ m. *Talley Road* is the nearest station for (6 m.) Talley Abbey (see below), which, however, is more conveniently visited from Llandilo.

90¼ m. **Llandilo** or *Llandilo Fawr* (*Rfmts. : Cawdor Arms : Castle ; Imperial Temperance*), with a second station (¾ m. S.) on the Carmarthen line (p. 155), is beautifully situated on the slope of a hill in the middle of the Towy valley. The town (2102 inhab.) is one of the three reputed burial places of St. Teilo (p. 204), from whom it takes its name. The 13th cent. church was almost entirely rebuilt in 1850 ; in it are preserved the heads of two stone crosses, probably of the 10th or 11th cent. There are some pleasant excursions in the neighbourhood, and the characteristic 'Llandilo flags' are a feature in the geology of the district.

About 1 m. W. of the town is DYNEVOR CASTLE (Lord Dynevor), standing in a beautiful park, part of which is now a public recreation ground, while the remainder (adm. daily) is accessible either from the upper Carmarthen road or by a footpath which leads to the right just short of the bridge over the Towy and passes the pretty little church of *Llandyfeisant*, said to occupy the site of a Roman temple. The ruins of the *Old Castle* (13th cent., succeeding an earlier fortress of Gilbert de Clare ; key from the head-gardener, 6*d*.) on a cliff overlooking the Towy on the S. side of the park, consist of a circular keep, a round tower, and some fragments of the curtain wall.

According to tradition, the first Dynevor Castle was built in 876 by Roderick the Great as a royal palace for his son Cadell, to whom he gave the sovereignty of S. Wales ; and was the seat of the House of Rhys while princes of that kingdom. Dynevor Castle was taken in 1194 by the usurper Maelgwn (p. 23), who was ousted by the sons of his brother Gruffydd in 1204. The English laid siege to it in 1257 but the siege was raised by Llewelyn. Dynevor was granted to Sir Rhys ap Thomas FitzUrien by Henry VII and confiscated by Henry VIII, who beheaded the owner on a trumpery charge of treason. The present Lord Dynevor is a lineal descendant of Urien, Prince of Reged. Spenser places Merlin's cave "amongst the woody hills of Dynevowre." The present mansion was built in 1856, on the site of a Tudor house.

In the pretty valley of the Dulais, c. 7½ m. N. of Llandilo by the Lampeter road, stand the ruins of **Talley Abbey,** a Cistercian foundation of the 12th cent., which in the 13th cent. became Premonstratensian and the only monastery of

White Canons in Wales. The abbey may be reached also from Talley Road, see p. 154. The name (pronounced as in English) is a shortened form of Tal-y-Llychau, 'the head of the lakes,' and refers to the beautiful situation of the abbey on the more southerly of two small lakes. The remains of the church, of very plain architecture, consist chiefly of the transepts with their chapels, part of the choir, and a fragment of the tower. A later church built in the ruined chancel after the Dissolution is itself in ruins. Talley is claimed as the burial-place of Dafydd ap Gwilym (1300-66), gravely pronounced by Borrow to be "one of the greatest poets of the world" (comp. p. 145). — A road, passing E. of the lakes and crossing the Cothi, goes on N.W. from Talley to (3 m.) *Llansawel*, where the over-restored church has no less than three 'low-side' windows, Thence we may proceed either N.E. to (4½ m.) *Pumpsant* (p. 153) on the Lampeter road, or S.W. to rejoin the lovely Cothi valley at (3 m.) *Abergorlech*. From this village a road runs S.W. through charming scenery to (4½ m. farther) *Brechfa* and joins the main road from Llandilo to Carmarthen at (11 m.) *Nantgaredig* (see below).

From Llandilo to Carmarthen, 14¼ m., L. & N.W.R. in ¾–1 hr. (4/8, 2/2½). The line crosses the Towy and descends its valley to the west. Beyond (¼ m.) *Llandilo Bridge* Dynevor Park and its ruined castle (p. 154) are seen on the right, across the river. — 2¾ m. *Golden Grove*. To the S., c. ½ m. W. of the village of (¾ m.) *Llanfihangel Aberbythych*, is the modern Elizabethan mansion of **Golden Grove** (Earl of Cawdor), the successor, on a different site, of the old mansion, burned down in 1763, in which Jeremy Taylor (1613–67) found a refuge with the Earl of Carbery during ten troublous years (1645–54). In this sheltered haven Taylor wrote many of his best works, including his 'Holy Living,' his 'Holy Dying,' and his 'Golden Grove,' while with his two friends he kept a school in the neighbouring Newton Hall. In the present mansion is preserved a famous 'hirlas horn' presented by the Earl of Richmond in 1483 to his Welsh host at Llwyn Dafydd in Cardiganshire. About 1 m. N. of Golden Grove station is *Llangathen*, with the monument of Bp. Rudd of St. David's (d. 1615) in the church. Dr. Rudd lived at *Aberglasney House* (with an earlier ruined gate-house), which was later the birthplace of John Dyer (1700–58), the poet, who sang the charms of **Grongar Hill** (410 ft.), an eminence c. 1 m. S.W. crowned by an ancient camp. The hill, which commands a fine view ("Ever charming, ever new, When will the landscape tire the view"), is visible from the railway. — 5¼ m. *Dryslwyn*, opposite which, across the Towy, are the shattered ruins of a castle, likewise sung by Dyer, and once one of the most important in Carmarthenshire. On the left appears the triangular Nelson monument in Middleton Park. Beyond (6½ m.) *Llanarthney* we cross the Towy and shortly afterwards the *Cothi*, which descends from the north. — 9 m. *Nantgaredig* (see above). — At (12½ m.) *Abergwili* (p. 222) is the modern palace of the Bishop of St. David's (on the left). We join (r.) the line from Aberystwyth (Rte. 45). — 14¼ m. *Carmarthen*, see p. 221.

Carmarthen may be reached also by motor coach from Llandilo in 2 hrs., with a change of cars at *Cross Hands* (p. 222).

Castell Carreg Cennen, 4½ m. S.E., is reached directly from Llandilo by a lane viâ Pont Trapp, but the best approach is from Derwydd Road Station (see below).

Beyond Llandilo the Swansea line crosses the Towy, diverges to the left from the Carmarthen line, and follows for some distance the valley of the *Cennen*. On the left the Carmarthenshire Black Mountains are conspicuous. — 94 m. *Derwydd Road* is the nearest station for Castell Carreg Cennen (3¾ m. E.), reached by road viâ (2½ m.) *Pont Trapp*, where the road from Llandilo comes in from the N.

Superbly placed on a precipitous limestone rock, rising 300 ft. above the ravine of the Cennen, ***Castell Carreg Cennen** has been styled "the most theatrical of British castles," though the actual ruin is scarcely worthy of its magnificent situation (for adm. apply at the adjacent farm). Tradition ascribes the foundation of the stronghold to Urien (p. 154), a knight of the Round Table, but the name of the real builder is not recorded. The remains are those of a quadrangular keepless castle of the 13th cent., entered on the N. by a gate passage (with a

portcullis at each end) between two flanking towers. The solid tower at the S.W. corner of the quadrangle is scarcely more than a buttress, and the S.E. corner, overhanging the great cliff, is unprotected. The hall is strangely placed on the N. or weakest portion of the curtain. A remarkable feature is the long dark passage (unsafe without a candle), cut through the solid rock and lighted by loop-holes, that leads from the S.E. corner to the so-called 'well,' a cavity in the floor that may possibly have served for a cistern but contains no spring. — About 1 m. S. of the castle the Loughor issues from a striking limestone cave, known as the *Llygad Llwchwr* or 'Eye of the Loughor.'

Derwydd House, ¾ m. E. of the station, a former seat of the Vaughans, embodies some 12th cent. remains and has a noble Tudor porch.

We enter the valley of the Loughor. — 95½ m. *Llandebie*, on the route of the G.W.R. motor coaches from Cross Hands (p. 222) to Ammanford. — At (98¼ m.) *Pant-y-Ffynnon* we enter the great S. Wales coalfield and a little farther on pass into *Glamorganshire* (p. 167) We continue down the valley of the Loughor to (103 m.) *Pontardulais*, the junction for the G.W.R. branch to (6¾ m.) Llanelly (p. 219). — At (108 m.) *Gowerton* we cross the main G.W.R. line (Rte. 44), and a branch diverges (r.) for (4¾ m.) Llanmorlais (p. 219). Crossing the neck of the Gower peninsula (p. 215) we reach (112½ m.) *Mumbles Road* (p. 215) and turning N. skirt the shore of Swansea Bay. — 115¼ m. **Swansea** (Victoria Station), see Rte. 43.

33. FROM SHREWSBURY TO BRECON AND SWANSEA

138½ m. G.W.R., Cambrian, Neath & Brecon, and Midland Railways in 5½–6¾ hrs. (30/11, 15/5½); to *Moat Lane Junction*, 38 m. in 1½–2 hrs. (10/2½, 5/7); to *Brecon*, 98 m. in 3¾–4¾ hrs. (23/7½, 12/3½). From Brecon to *Swansea*, 40¾ m. in 1¾–2 hrs. (12/5, 6/).

Road, 138½ m. From Shrewsbury to (51 m.) *Llangurig*, see p. 129. Here we turn sharp to the left for (60 m.) *Rhayader* (p. 157). — 74 m. **Builth** (p. 159). —81 m. *Erwood* (p. 160). — 85 m. *Llyswen* (p. 161). — 87½ m. *Bronllys* (p. 190). — 95½ m. **Brecon** (p. 194). — 104 m. *Storey Arms* (p. 199). Beyond (105 m.) the Beacons Reservoir we take the right fork for (112 m.) *Penderyn*. — 115 m. *Hirwaun* (p. 210), where we turn sharp to the right. — 120 m. *Glyn Neath* (p. 210). — 128½ m. *Aberdylais* (p. 210). — We skirt (130½ m.) **Neath** (p. 170). — 138½ m. **Swansea** (p. 213).

Shrewsbury, see Rte. 26. Thence to (38 m.) *Moat Lane Junction*, see Rte. 27. We diverge to the left from the Aberystwyth line at Moat Lane, and ascend the upper valley of the Severn, here a small river. Among the wooded foothills of the mid-Wales moorlands may be noted, on the right, 2 m. beyond Moat Lane, the hill of *Cefn Carnedd* (908 ft.) crowned by one of the largest British camps in Wales. — We cross the Severn near (40 m.) *Llandinam* (Lion, good temperance inn), one of the prettiest spots in the Severn valley. At the E. end of the iron bridge is a good bronze statue of David Davies (1818–90), a large coal-owner. To the S. rises a fine ridge with the moorland summits of *Allt-yr-Hendre* (1744 ft.), *Allt-y-Moch* (1754 ft.), and *Rhydd Hywel* (1920 ft.).

45¼ m. **Llanidloes** (*Rfmts.: Trewythen Arms; Queen's Head; Town Hall*, temperance), a small town (2517 inhab.), noted for flannel and mutton, is situated at the confluence of the *Clywedog* with the Severn. Opposite the principal hotel is the picturesque *New Market House*, or Town Hall, and in the middle of the town is the *Old Market House*, a half-timbered structure, in a style very typical of Montgomeryshire, still containing the curfew bell. The church of *St. Idloes*, in a somewhat retired situation overlooking the river, is noteworthy for a beautiful early 13th cent. N. arcade, with heavily moulded arches and clustered piers, said to have been brought from Cwmhir abbey (p. 150) at the Dissolution. The fine and continuous single hammer-beam roof is said (doubtfully) to have come from the same source. The exterior of the W. tower, with its wooden belfry, should be noticed; and the vaulted base of this tower is remarkable for its curious slate masonry. The town was a centre of Chartist riots in 1839.

From Llanidloes to Machynlleth, 21¾ m. The rough and lonely mountain road, running N.W., crosses (c. 2 m.) the *Ceryst* near the Van Pool and the once important Van Lead Mines and climbs through (4 m.) *Bwlch-y-Fan* over the shoulder of *Van Hill* (1580 ft.; l.), which is crowned by a British camp. The pass (1326 ft.) beyond *Foel Faur* (1385 ft.; l.) is reached in 7½ m., and ½ m. beyond it is *New Inn*. The upper Clywedog is approached near (8¾ m.) the quaintly named hamlet of *Stay-a-Little*. At (10½ m.) a road-fork we keep to the left (right to *Pennant*, 3 m., p. 134) and 1½ m. farther on we reach *Dylife* (inn). At (c. 13¾ m.) the highest point of the road (1671 ft.) a track diverges on the left to (¾ m.) a stream which plunges abruptly into a deep and curious gorge of naked slate. Half a mile upstream is the lonely moorland tarn of *Glaslyn*, 1 m. S. of which (indefinite track) is the smaller *Bugeilyn*, and in the boggy moorland 1 m. farther S. is the source of the *Severn*. — We return to the road, and begin the long descent of the nature-sculptured N.W. edge of the Plynlimon plateau. The road, bedded in places on the live rock, commands lovely views in front. — 21¾ m. *Machynlleth* (p. 137).

From Llanidloes to *Aberystwyth*, see p. 147. — Ascent of *Plynlimon*, see p. 147.

The railway now quits the valley of the Severn and ascends (S.) that of its tributary the *Dulas*, through country of gradually increasing wildness, and about 2 m. beyond (48¾ m.) *Tylwch* enters *Radnorshire* (p. 149). The summit-level is reached near (52¾ m.) *Pant-y-Dwr* (969 ft.), and passing (54 m.) *St. Harmons*, with an interesting Norman font in the rebuilt church, we descend the valley of the *Marteg* to its confluence with the Wye, amid wild and beautiful scenery. Here we turn S., crossing and descending the Wye, on the opposite bank of which is the main road from Aberystwyth and Llangurig (p. 148).

59½ m. **Rhayader** (*Lion Royal*, comfortable, with free trout-fishing; *Castle; Warwick*, temperance), in Welsh *Rhaiadr Gwy*, 'the waterfall of the Wye,' once a frontier fortress at the meeting place of main routes from Gwrthreynion (p. 149) to Merioneth, had later a cloth manufacturing industry, but is now a small market-town (961 inhab.) frequented by anglers and by 'geologically-minded' mountaineers. It lies 700 ft.

above the sea, in a deep basin enclosed by rocky bluffs. The church (rebuilt) retains a Norman font, and there are many quaint houses near the Town Hall. Rhayader Castle, probably built by Rhys ap Gruffydd (12th cent.), has long since vanished; and the Wye cataract was virtually destroyed during the building of the bridge in 1780. The construction of the great Birmingham Corporation reservoirs (see below) has brought renewed life to the town.

The *Birmingham Corporation Waterworks occupy the beautiful valley of the *Elan*, c. 4 m. W. of Rhayader and a visit to the whole series is the most interesting excursion from Rhayader. The circular round (road rough near Pont-ar-Elan) of 17½ m. is made by a coach daily in summer. A shorter excursion (c. 12 m. in all), which includes the best of the scenery, is made from Rhayader to the submerged dam, with a digression to the head of the Dol-y-Mynach reservoir. The four completed reservoirs, covering over 900 acres, were made in 1893-1904 at a cost of £5,750,000, and yield a daily supply of 75 million gallons from a gathering ground of c. 70 sq. m. Their construction involved the submersion of two houses occupied by Shelley in 1811-12 (see below). Some very delightful views are offered by this irregular chain of lakes, with their sharp bays formed by tributary glens of the main valley. The water is conveyed to the Frankley reservoir near Birmingham by an aqueduct 73 m. long. Application to view the works in detail should be made to the Secretary of the Water Department, from whom also (or from the Penralley Estate Office at Rhayader) fishing permits (2/6 daily) are obtainable. The scheme provides for further reservoirs covering 660 acres in the valley of the *Claerwen*, 6 m. S.W. of Rhayader, where a dam has already been built to form the Dol-y-Mynach reservoir.

We cross the Wye by the town bridge and follow the road which leads straight on (S.W.), passing (l.) the rebuilt church of *Llansaintffraid Cwmdauddwr*, 'the church of St. Bride in the valley of the two waters.' We take the left branch of the road beyond the railway arch, and (c. 1 m. farther) begin to ascend the valley of the Elan. Near (2½ m.) the *Elan Valley Hotel* (Feb.–Oct.; R. 4/6, D. 4/6) is the Birmingham Corporation's model village. About 1¼ m. farther on we reach the foot of the chain of reservoirs, with the turbine, compensation houses, and great dam of *Caban Coch* (566 ft. long, 122 ft. high; fine cascade after rainy weather). To the S.W. (1¼ m.) is the submerged *Nantgwyllt*, "embosomed in the solitude of mountains," where Shelley and Harriet Shelley lived in April-June 1812. Passing the dome-surmounted Foel straining tower (55 ft. above water and 52 ft. submerged), we skirt the N.W. shore of the Caban Coch reservoir as far as (4¾ m.) the submerged dam of the *Gareg-Ddu Reservoir*. The total capacity of these two reservoirs is 8000 million gallons. — We may cross here by a bridge, and traversing pleasant woods on the farther shore, with fine views of the Caban Coch dam, reach (1½ m.) the *Dol-y-Mynach* dam, on the Claerwen. — The road goes on past the valve-tower, at the head of the aqueduct, and presently passes (l.) the submerged house of *Cwm Elan*, where Shelley, after his expulsion from Oxford, visited his cousin Thomas Grove in 1811 and wrote that "all is gloomy and desolate." Above (6¾ m.) the head of the Gareg-Ddu Reservoir we cross the short stretch of river by a bridge, and come to (7 m.) the dam, 417 ft. long, 123 ft. high, of the *Pen-y-Gareg Reservoir*, whose S. and W. shores the road now skirts, amid wilder scenery. At (9 m.) the foot of the *Craig Goch*, the main supply reservoir (2000 million gallons), is another large dam, 120 ft. high and 390 ft. long. The road now skirts a barren hillside (reaching 1157 ft.) as far as (12 m.) *Pont-ar-Elan*, at the head of the reservoir. Just beyond this we strike the old road from Aberystwyth (comp. p. 148), and turn to the right for (17¼ m.) Rhayader. The surface here is poor, and the road rises to 1600 ft. over Pen Rhiw-wen.

Cwmhir Abbey (p. 150), 6½ m. E.N.E. of Rhayader, may be reached by a rough mountain road which skirts Moel Hywel (1658 ft.) and crosses a shoulder of *Camlo Hill* at 1367 ft. — From Rhayader to *Aberystwyth*, see p. 148.

Beyond Rhayader the railway descends the narrow and beautiful glen of the Wye, already a considerable stream,

joined 1½ m. S. of the town by the river Elan. — 62¾ m. *Doldowlod*. About 2 m. farther on we pass (l.) *Doldowlod House*, once the home of James Watt, the engineer (1736–1819). The valley, subject to destructive floods, opens out near (66¾ m.) *Newbridge-on-Wye*, a straggling village where large horse-fairs are held; and S. of this we cross the river Ithon just above its junction with the Wye. — At (70¾ m.) *Builth Road* (Rfmts.) we pass under the line from Shrewsbury to Carmarthen and Swansea (see p. 151), whose station is adjacent. The swift river, on our right, now enters upon one of its most broken and beautiful reaches. Just above Builth Wells is the confluence of the Wye and the Yrfon, and we obtain a glimpse of the latter valley.

72¼ m. **Builth Wells** or *Builth* (*Lion; Crown; Temperance*), the 'Bu-allt' of Welsh history, is a market-town (1776 inhab.), noted for its cattle-market (Mon.) and its medicinal waters. From the station in Radnorshire a road leads S. to (¼ m.) the Wye, which is spanned by a picturesque old bridge of six arches (1779). Crossing this we enter the long main street of the town, on the Breconshire bank. The parish church is interesting only for its oak reredos and the armed effigy of John Lloid, one of Queen Elizabeth's body-squires. A little beyond it, on the right, a turning leads to (1¼ m. N.W.) the *Park Wells* (saline, chalybeate, and sulphur, 6*d*. and 1*d*.); and the *Glanau* or *Glanne Wells* (chalybeate and sulphur, 3*d*.) at the farther end of a low wooded hill, 1¼ m. W., are approached by a second right turning from the Cefn-y-Bedd road (guide-posts). The saline waters of Park Wells, though they lack the aeration characteristic of many continental wells, claim affinity with those of Homburg and Kissingen, and in addition contain measurable quantities of lithium. A magnesium spring has recently been discovered at Garth Wells, 6 m. W. These modest springs, unlike English spas, are frequented by all classes of the community. At the opposite (E.) end of the town, behind the Lion Hotel and overlooking the sharp S. bend of the Wye, is a fine early Norman motte-and-bailey *Castle*, which was probably erected by Bernard of Newmarch (p. 194) after his conquest of Bleddyn at Caer Bannau (p. 193) in 1091. The earthworks are noteworthy for the unusual width of their fosses, and for the manner in which the bailey is divided by a ditch. This castle was partly destroyed by Llewelyn ap Gruffydd in 1260. The death of Llewelyn himself (p. 151) followed the refusal of the garrison of the castle, 'the traitors of Bu-allt,' to afford him protection. There are slight remains of a later stone castle, built on the same site by Edward I and completed in 1282, which was in good repair in the time of Henry VIII and was probably destroyed under Elizabeth.

Glan Irfon, 3 m. W. of Builth, was a residence of the eccentric Lady Hester Stanhope (1776-1839), who frequented Builth before setting out on her Eastern travels. — On the left of the road to New Radnor, 2 m. N.E. of Builth, is the

fine British camp of *Caer Einon*, crowning a bold spur (1100 ft.) of the main ridge of the Carneddau (see below).

From Builth to Llandrindod Wells, 8 m. by road. We take the station road from Builth and turn to the right after the level-crossing. We turn uphill to the left beyond the church at (1¼ m.) *Llanelwedd*, and skirt the wooded lower slopes of the *Carneddau Hills* (1430 ft.: right), interesting to antiquaries and geologists. The Llandovery and Lower Silurian flags have here been disrupted by intruding volcanic rocks, while ice markings, perched blocks, and moraines indicate later glacial action. Celtic round barrows and 'cytiau' or hut-circles, as well as long Iberian barrows may be noted on the open ground in large numbers. There are good views (l.) from the highest point of the road (758 ft.; 4½ m. from Builth); but beyond (6 m.) *Howey* we traverse a somewhat monotonous moorland. From here to (8 m.) *Llandrindod Wells* (p. 150) there are indications (½ m. to the left) of a Roman road parallel to our route.

From Builth to *Brecon* by road, see p. 197; to *New Radnor* by road, see p. 164.

We descend the rapidly narrowing Wye valley (best views on the right), and for ten miles beyond Builth we enjoy glimpses of some of the loveliest reaches of the stream, while the road descends the opposite (r.) bank. — 76¼ m. *Aberedw*, at the mouth of a pretty glen, has an admirable example of the primitive Welsh mountain church, a small building probably of the late 13th cent., extensively restored in the Tudor period. The late 14th cent. rood screen is surmounted by curious 17th cent. balustrading. The wooden front of the N. porch should be noticed. A flute, clarionet, and pitch-pipe, anciently used in the church, are exhibited in a glass case. Between the village and the railway are fragments of a small baronial castle. *Llewelyn's Cave*, on the opposite bank of the Edw, is a traditional retreat of the prince, but was perhaps the former hermitage of St. Cewydd, a local saint. About ½ m. up the Edw valley is *Court Farm*, the ancient home of the Baskervilles. *Aberedw Rocks*, an outcrop of the Silurian formation, rising in fine terraces nearly 700 ft. above the Wye valley, to the S. of the village, are sometimes visited by climbers, but their surface is friable. *Llanbadarn-y-Garreg*, 3 m. N.E., has another primitive church.

79¾ m. *Erwood* (Cabn Twm Bach Inn, near the station), pron. 'Errod,' is 1 m. N. of the village, which is reached by a suspension-bridge over the Wye (cycles 2*d*.). The name is a corruption of 'Y Rhyd,' *i.e.* 'the ford.' In 1841 the founding of 'Punch' was decided upon at the house of Henry Mayhew (1812-87), a frequent resident here. About 4 m. N.E. from the station is the secluded village of *Llanbedr*, c. 1½ m. beyond which is *Painscastle*, with a fine early Norman 'motte' ascribed to Payn de Quercis (1130). The castle, rebuilt in stone by Henry III, is sometimes identified as the 'Garde Doloureuse' of Scott's 'The Betrothed' (comp. p. 148), the siege described in the novel being that by Gwenwynwyn of Powis.—Beyond Erwood the valley opens, and we pass (r.) the picturesquely situated but almost wholly modern *Llangoed Castle*.

83¼ m. *Boughrood* (Boat, ¼ m. S. on the river), pron. 'Bochrood,' is the best station from which to visit (3½ m.)

the interesting gorge and waterfall of *Craig-y-Pwll-Ddu* on the Bach Howey, reached viâ (2 m.) *Llanstephan House*, on the E. bank of the Wye, whence the way is rather steep and not easy to find. The approach to the falls is somewhat dangerous, and enquiries should be made on the spot. Between Boughrood and *Llyswen* (Griffin, well spoken of), 1 m. S., the river is spanned by a modern bridge. As the valley widens farther, the N. escarpment of the Black Mountains comes into view ahead. — At (86 m.) *Three Cocks Junction* (p. 190) we join the line from Hereford. — Thence to (98 m.) **Brecon** (p. 194) and to (138¾ m.) **Swansea** (p. 213), see Rte. 39.

34. FROM SHREWSBURY TO HEREFORD

50¾ m L. & N.W. and G.W. Joint Railway in 1¼–2 hrs. (14/10½, 7/5½). This line, although it does not enter Wales, is an important link for travellers between North and South Wales, and the branch running W. from Leominster offers the most convenient approach from England to Radnorshire. The main line is also part of an important through route from Liverpool, Manchester, and the North viâ Crewe to Cardiff, Bristol, Exeter, Plymouth, etc. The chief intermediate towns are more fully described in the *Blue Guide to England*.

Road, 53 m. We quit Shrewsbury by English Bridge and turn immediately to the right along Bellevue Road (Pl. F 6). — 13 m. *Church Stretton* (see below). — 21 m. *Craven Arms* (see below). — 22 m. *Stokesay* (see below). — 29 m. **Ludlow** (p. 162). — 34 m. *Brimfield*. — 40 m. **Leominster** (p. 162). — 44 m. *Hope-under-Dinmore*. — 53 m. **Hereford** (p. 180).

Shrewsbury, see p. 125. — 4¼ m. *Condover* has a church with a late Norman N. transept and one of the best 17th cent. naves in England, combining the earlier nave and N. aisle. About 1 m. N.W. of (6¼ m.) *Dorrington* is the 13th cent. church of *Stapleton*, which prior to 1300 consisted of two stories (the lower one perhaps intended for a store). — 12¾ m. **Church Stretton** (*Church Stretton Hotel ; Longmynd*, high up), a favourite and high-lying health resort (c. 650 ft.), is picturesquely situated among the Stretton Hills, on the slopes of the *Longmynd* (1696 ft. ; view), which rises to the W.

Walks may be taken hence to *Cardingmill Valley*, just above the station ; to *Caer Caradoc* (1506 ft. ; 2 m. N.E.), with a British camp and *Caractacus's Cave*, the traditional scene of a defeat of Caractacus (p. 88) in 51 A.D. ; to *Little Stretton* (1¾ m. S.), passing the site of the now vanished Brockhurst Castle ; to the top of the *Longmynd* ; etc.

The railway now runs alongside the section of *Watling Street* that led from Wroxeter (Uriconium) to Leintwardine (Bravonium ; p. 148) and has given name to Church Stretton. — Beyond (15½ m.) *Marsh Brook* the lines to Much Wenlock (l.) and Bishop's Castle (r. ; see p. 162) diverge from our route. — 20 m. **Craven Arms and Stokesay** (*Rfmts. ; Craven Arms ; Stokesay Castle*) is a railway junction at a village named after a coaching inn. **Stokesay Castle*, 1 m. S., is the oldest (13th cent. in parts) and probably the finest example in England of a moated and fortified manor house (open daily 9–6, adm. 6*d*.).

A branch line runs hence N.E. viâ (17¼ m.) *Much Wenlock* to (28½ m.) *Wellington*, see the *Blue Guide to England*. Another branch runs N.W. to (10½ m.) *Bishop's Castle*, a small town with quaint houses and shops but no longer a castle. Thence a fine walk leads viâ Stiperstones to (13 m.) *Minsterley*, see p. 129. From Craven Arms to *Llandovery* and *Swansea*, see Rte. 32.

27¼ m. **Ludlow** (*Feathers*, a fine Elizabethan half-timbered house with Jacobean carving; *Angel*; *Bull*), finely "seated upon a hill at the joyning of the Teme and the river Corve," is an interesting town (5677 inhab.) with many quaint old houses. The noble parish church of *St. Lawrence* has a good 15th cent. tower (130 ft.), a remarkable E. window (15th cent. glass), and a hexagonal porch. The picturesque *Reader's House* (10–6; adm. 6*d*.), opposite the E. end of the church, a half-timbered Tudor edifice with a Jacobean porch, incorporates fragments of a much older stone 'church house,' acquired in the 14th or 15th cent. by the ancient Palmer's Guild. The 'reader' in the 18th cent. was an assistant to the rector. The imposing *CASTLE (open daily 10–6, except Sun.; adm. 6*d*.), dating from the Norman period but with many later features, was long the seat of the Lords President of the Marches, but fell into ruin in the 18th century.

To the left as the train leaves Ludlow rise the *Titterstone Clee Hills*, the highest point of which (1749 ft.) bears an ancient camp. — At (32 m.) *Woofferton* we leave the valley of the Teme and pass from Shropshire into Herefordshire.

From Woofferton a branch-line runs E. viâ (14¼ m.) *Cleobury Mortimer* to (24¼ m.) *Kidderminster*; see the *Blue Guide to England*.

38¼ m. **Leominster** (pron. 'Lemster'; *Royal Oak*; *Talbot*; *Waverley Temperance*), a pleasant town (5539 inhab.), lies at the confluence of the Lugg, Arrow, and Pinsley. The **Priory Church* of SS. Peter and Paul, now the parish church, illustrates every style from Norman to Perp. and has been restored and enlarged (fine ball-flower ornamentation). The *Butter Cross* or *Market House*, a timbered house of 1633, was removed in 1833 to the Grange Pleasure Grounds, S. of the church.

Leominster is the junction of a railway running W. into Wales and bifurcating at (12 m.) Titley for New Radnor and for Presteign (see below)

43¾ m. *Dinmore*. Our line continues to descend the valley of the Lugg, a feeder of the Wye. — 50¾ m. **Hereford,** see p. 180.

FROM LEOMINSTER TO NEW RADNOR, 20¼ m., G.W.R. in 1 hr. (6/1½, 2/11½).

ROAD, 20 m. At (1 m.) *Baron's Cross* we turn to the right for (5 m.) *Eardisland*, beyond which we turn to the right again for (7 m.) *Pembridge* (see below). — 11 m. *Lyonshall*. — 13 m. **Kington** (p. 163). — 20 m. **New Radnor** (p. 163).

The railway route runs W. up the valley of the Lugg as far as (4¼ m.) *Kingsland*, 2 m. N.W. of which is *Mortimer's Cross*, where the Lancastrians were defeated by the Yorkists in 1461. On a hill 4 m. N. of Kingsland is the fine British camp of *Croft Ambrey*. 8 m. *Pembridge* has a good 14th cent. church with a detached belfry. We cross the *Arrow* — 12 m. *Titley* is the junction for Presteign (5¾ m.; p. 164)

and for Eardisley (7 m.; p. 187). — 13¾ m. *Kington*, on the Arrow, the last English station, is a town of 1688 inhab. The church, with E.E. chancel and Dec. nave and S. chapel, contains a fine alabaster tomb of the Vaughan family. Mrs. Siddons made her debut in a barn here in 1772 or 1773. About ¼ m. short of (16¾ m.) *Stanner* we enter *Radnorshire* (p. 149). Just N. of the station are the picturesque *Stanner Rocks*. 17¾ m. *Dolyhir* is the nearest station to (¾ m. N.) *Old Radnor*, on a hill (850 ft.) with a Norman 'motte' presumably the 'Cruker Castle' mentioned by Giraldus. *Maes-y-Fed*, 'the swallowing meadow' is the Welsh name for Radnor, which possesses an intermittent stream in porous soil. The conspicuously placed *Church, one of the finest parish churches in Wales, though wholly of English type, is, with its imposing W. tower, a good example of early Perp. (late 14th cent.), with some lingering traces of late Dec. (N. aisle and S. chapel). Within may be noted the parclose screens N. and S. of the chancel; the *Rood-screen, still retaining the base of its loft; the ancient stalls and book-desks in the choir; and especially the Tudor linen-fold organ-case and the huge, rudely circular, monolithic font, possibly adapted from a pre-Christian sacred stone.

20¼ m. **New Radnor** (*Eagle*, well spoken of), still nominally the county town of Radnorshire though a mere village in size, is situated at the entrance of a short valley between *Radnor Forest* (see below) to the N.W., and the *Smatcher* (1396 ft.) to the S. The great motte-and-bailey earthworks behind the rebuilt church suggest that the town, despite its name, is at least of Norman origin. In 1188 it was the starting point of Abp. Baldwin's tour through Wales with Giraldus to preach the third Crusade. Owen Glendower attacked the town in 1401, and to him is probably due the destruction of the castle. New Radnor is perhaps chiefly interesting as an example of an early 'burgus,' laid out, like Winchelsea in Sussex, in square blocks, with streets intersecting at right angles, the whole being enclosed by a rectangular earthen rampart. The street plan may still be identified in the S.W. corner, where likewise are important remnants of the wall. *Old Radnor* (see above) lies c. 3 m. S.E.

New Radnor is the best base for the ascent (1¼–1½ hr.) of the plateau of *Radnor Forest* (2166 ft.), which measures about 5 m. from E. to W. and the same from N. to S. Quitting the village by the Builth road, we follow the first lane on the right (N.W.) which soon becomes a pleasant grassy track and enters a beautiful moorland glen. Beyond (½ hr.) the last farm we cross (40 min.) the stream by a deserted quarry and after passing (1 hr.) a group of scattered firs (left), we quit the path and ascend the trackless slope to the left in order to reach the highest point of the Forest—an almost level expanse of peat-hag. The view is of vast extent, especially E. into England, whilst the Black Mountains between Talgarth and Hay show a fine escarpment to the S. The walk may be pleasantly continued by descending to (2–2½ hrs.) *Pen-y-Bont* (p. 150). From the top we strike almost due W. skirting in 10–15 min. the head of a deep combe (r.). Working round this towards the N. we reach a grassy track that descends to *Llanfihangel Rhydithon* (p. 149). Hence to (3 m.) *Pen-y-Bont*, see p. 149.

From New Radnor to Builth, 14½ m. by road. The road, leading S.W. from the town, enters a narrow valley, with the spurs of Radnor Forest (p. 163) on the right. After c. 1½ m. a track diverges (right) for *Water-Break-its-Neck* (c. 40 min. there and back, see below), but our road ascends straight on, through the village of (3 m.) *Llanfihangel Nant-Melan*, to (4 m.) the unpretending *Forest Inn*. The Pen-y-Bont road (see below) goes on thence N.W., while the Builth road diverges to the left, almost immediately reaching its highest point (1243 ft.) above the little reedy tarn of *Llyn Hir* (left). We descend through somewhat wild scenery into the upper valley of the *Edw*, which we cross at (8½ m.) the *Hundred House Inn*. At *Forest Coleyn* on the right bank, a little farther on, is *Maud's Castle*, a motte-and-bailey castle mentioned before the middle of the 12th century. The undulating road presently descends a short glen into the valley of the Wye, with *Caer Euni* (p. 160) prominent on the right, and passes the church of (13½ m.) *Llanelwedd* (p. 160) where a road from Llandrindod Wells (p. 150) comes in on the right. We enter (14½ m.) *Builth* (p. 159) by the picturesque old bridge over the Wye.

From New Radnor to Pen-y-Bont, 9½ m. by road. To (4 m.) *Forest Inn*, see above. Thence the road ascends N.W. with *Tomen Castell* on a spur to the right; and farther on it descends between Radnor Forest (p. 163) and the *Llandegley Rocks* (1306 ft.; left). The church of (7½ m.) *Llandegley* has a 15th cent. rood-screen and a blocked priest's doorway with a curious seven-foiled head. *The Pales*, or Friends' Meeting House, preserves its original aspect of the early 18th century. — 9½ m. *Pen-y-Bont*, see p. 150. Walkers to Pen-y-Bont may quit the road c. 1½ m. from New Radnor by a gate (r.) just short of a bridge over a small brook. Crossing the brook farther on (foot-bridge) they bear up the hill a little to the left, skirt the upper side of a plantation, and diverge to the right over (18 min.) a stile in the wire fence in order to visit a ravine in which is the prettily environed but not very imposing cataract of *Water-Break-its Neck*. From the stile the walk is continued almost due W. over the hill to join (2 m. farther) the Pen-y-Bont road c. 1 m. N.W. of Forest Inn (see above).

From Leominster to Presteign, 17¾ m. G.W.R. in ¾-1 hr. (5/3, 2/6½). To (12 m.) *Titley*, where we diverge from the New Radnor line, see p. 162. Our railway runs N., crosses the Arrow, and skirts the S.W. side of the isolated *Wapley*, or *Weobley Hill* (1100 ft.), on which is a fine early British elliptical camp, with at one point five lines of defensive works. Crossing the *Hindwell Brook*, here the boundary between Herefordshire and Radnorshire, we enter Wales. — 17¾ m. **Presteign,** formerly *Llanandras* (*Radnorshire Arms*, in a house of 1616, pens. 5 gs. a week), virtually the county town of Radnorshire, is an attractive little town (1172 inhab.) on the upper course of the Lugg, which here divides Wales from England. John Bradshaw (1602–59), the regicide, was born here, and is said to have lived in the Radnorshire Arms. The 15th cent. church, with three remarkable Perp. windows in the S. aisle and a good Perp. W. tower, shows traces of Norman work in the N. aisle. In the interior may be noticed the mosaic of old glass in the S. chapel; a tapestry representing the Entry into Jerusalem; and a late 13th cent. sepulchral slab (N. aisle). The site of the castle is marked by the promenade called the Warden Walks.

From Presteign a road leads N.W. across the hills to (7 m.) *Knighton* (p. 149) via (2 m.) *Norton*, where the church possesses an old chancel screen, and a bell turret supported on timber framing.

III. SOUTH WALES.

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35. FROM LONDON TO CARDIFF AND SWANSEA

191 m. G.W.R. from *Paddington Station* in 4¼–6¼ hrs. (57/9, 28/11); to *Newport*, 133½ m. in 2½–4½ hrs. (41/1½, 20/7); to *Cardiff*, 145¼ m. in 3 1¾ hrs. (44/7½, 22/4). This route, the most convenient means of access to S. Wales, is part of the G.W.R. through route from England to Ireland (London to Fishguard, 261½ m. in 5½ hrs.). The Irish boat-train, however, sets down passengers for Cardiff or Swansea late at night and is not available for local traffic.

Road, 206 m. From London to (104 m.) *Gloucester*, see the *Blue Guide to England*. We quit Gloucester by Westgate and follow the Ross road for c. 2 m. Then we branch to the left for (114 m.) *Westbury-on-Severn*. — 117 m. *Newnham*. — 124 m. *Lydney*. — 133 m. **Chepstow** (p. 186). — 149 m. **Newport** (p. 166). —

161 m. **Cardiff** (p. 199). — 173 m. *Cowbridge* (p. 168). — 180 m. *Bridgend* (p. 169). — 192 m. *Aberavon* (p. 170). — 198 m. **Neath** (p. 170). — 206 m. **Swansea** (p. 213).

From London, viâ Reading, Swindon, Wootton Bassett, and Badminton, to (109¾ m.) *Winterbourne*, see the *Blue Guide to England*. — Before (113 m.) *Patchway* our route is joined by a line from Bristol. Beyond (116¾ m.) *Pilning* the train rapidly descends to pass beneath the estuary of the Severn, here 2½ m. wide, by means of the SEVERN TUNNEL (4 m. 638 yds.), the longest tunnel in Great Britain, constructed in 1873–86 by Charles Richardson, a pupil of Brunel, at a cost of £2,000,000. The tunnel is at places 100 ft. below the bed of the river, and is kept clear of water by pumping to the extent of about 27 million gallons every 24 hours. At (123½ m.) *Severn Tunnel Junction* we join the old route from London to Wales viâ Gloucester and Chepstow (see p. 187) and enter Monmouthshire. About 1½ m. to the E. is *Caldicot Castle*, 1½ m. to the N.W. of which is *Caerwent* (p. 187).

Monmouthshire, though strongly Welsh in character, as its place-names testify, and largely peopled by Celts, was removed from the jurisdiction of the Lords Marchers and included among English counties by Henry VIII in 1535. For legislative purposes it is now, however, generally treated as part of Wales. The county falls naturally into two almost equal divisions, of which that to the E. of the Usk is undulating and rural; whilst the second (by far the more populous), to the W. of the Usk, is mountainous (highest point 1905 ft.), with valleys disfigured by ironworks and collieries. In Monmouthshire are the Roman stations at Caerleon and Caerwent and the mediæval ruins of Tintern, Raglan, and Llanthony. For the beautiful scenery of the Wye, on the E. border of the county, see Rte. 38.

The line traverses the *Caldicot Levels*, with pleasant, broken country on the right. — 126 m. *Magor* retains the featureless remains of a Cistercian priory colonized from Tintern, and a parish church with a bold 13th cent. tower, and *Redwick*, about 2½ m. S.E., has a church (12–15th cent.) with several unique features.

133½ m. **NEWPORT** (92,369 inhab.), a flourishing port and industrial town on the tidal *Usk*, about 4 m. from its mouth, and an episcopal see since 1921, is the largest town in Monmouthshire, though a century ago its population was only about 1000. With its deep harbour and network of railways it is an outlet for the mineral wealth of S. Wales.

Hotels. WESTGATE, Commercial St., pens. £7 per week; KING'S HEAD, High St.; SHAFTESBURY, near the station; QUEEN'S, 19 Bridge St.; BLAND'S SAVOY, near the station.

Post Office, High St.

Motor Omnibuses to *Cardiff* (1/6) seven times daily, in 1 hr.; to *Usk* (1/9) on Mon., Wed., and Sat.; to *Caerwent* and *Chepstow* (2/8) thrice daily in 1¼ hr.

History. Newport, variously called 'Novus Burgus' and 'Castell Newydd' in contradistinction to the 'old port' at Caerleon (p. 172), was seized by De Montfort in the Barons' War, but was soon abandoned for Hereford. It was the scene of considerable Chartist riots, under the local leader, John Frost, in 1839; the bullet-riddled pillars of the porch of the old Westgate Hotel, which was held by the Mayor as a citadel, are preserved in its modern successor.

The **Castle,** originally founded by Robert Fitzhamon at the close of the 11th cent., was rebuilt in the 14th, and considerably modified in the 15th century. It stands on the

right bank of the river, and is sufficiently well seen from the town bridge. Virtually nothing remains save the E. side (228 ft. in length) of a former courtyard, which rises directly from the mud banks of the Usk. The ruins consist chiefly of a square central tower (at the top of which is the chapel and in the bottom of which is the water-gate) between two octagonal towers with rectangular bases. The former parish church, now the cathedral, of **St. Woollos**, in a commanding situation on *Stow Hill*, ¾ m. S. of the station (tramway), is interesting for the interpolation of a 13th cent. chapel between the 12th cent. nave and the 15th cent. W. tower. The arch between this chapel and the nave is remarkably fine Norman work, and its nook-shafts are sometimes thought to be Roman columns from Caerleon. The headless statue on the W. exterior is supposed to be that of Jasper Tudor (d. 1495), uncle of Henry VII, and reputed builder of the upper part of the tower.

The museum attached to the *Free Library* (open 11 till dusk), in Dock Street, includes Roman remains from Caerleon. — The *Docks* (opened in 1842), to the S. of the town, cover more than 130 acres, of which 95 are occupied by the South Dock. The remarkable *Transporter Bridge* (177 ft. high; good view) is a prominent landmark.

Caerleon, 3 m. N.E. (see p. 172), is the chief place of interest near Newport. *Bassaleg*, 2 m. W. of St. Woollos, has many associations with Welsh legend and history, but all traces of antiquity have disappeared, save the Perp. church with its embattled tower, and the interesting camp of *Maes-y-gaer* in the grounds of *Tredegar Park* (Viscount Tredegar), where the house was designed by Inigo Jones. — Local railways, chiefly important for their mineral traffic, radiate from Newport towards the north, viâ (10¾ m.) *Pontypool* (p. 172) to (16¼ m.) *Blaenavon* (iron and steel works) and (21 m.) *Brynmawr* (p. 179) and the *Nantyglo Ironworks*; viâ (12½ m.) *Crumlin* (p. 211) to (21¼ m.) *Ebbw Vale* (ironworks and coal mines) and (22¾ m.) *Brynmawr*; viâ (13¼ m.) *Pontllanfraith* (p. 210) to (24½ m.) *Nantybwch* (p. 179); viâ (14¼ m.) *Hengoed* to (29½ m.) *Dowlais* (p. 179) and (47 m.) *Brecon* (p. 194); viâ (14¼ m.) *Hengoed* to (26¼ m.) *Merthyr* (p. 209); and viâ (11¾ m.) *Caerphilly* (p. 206) to (18¼ m.) *Pontypridd* (p. 209).

From Newport to *Abergavenny* and *Hereford*, see Rte. 36.

Beyond Newport the main line crosses the marshes of the *Wentloog Level*, bordering the Bristol Channel, and the highlands of Glamorganshire become visible to the N.W. On the right, after crossing (c. 1½ m. from Newport) the river *Ebbw*, we see the trees of *Tredegar Park* (see above). The churches of *St. Bride's Wentloog*, and of *Peterstone*, respectively 2¼ m. S.E. and 1½ m. S. of (138¾ m.) *Marshfield*, have fine 15th cent. towers of the Somerset type. The shore of the Channel commands a view of the opposite Somerset and Devon hills, and of *Steep Holme* and *Flat Holme* islands, set in the 'Severn sea.' We cross the *Rhymney* (pron. 'Rumney'), and enter Glamorganshire and Wales.

Glamorganshire, to which belong the towns of Cardiff and Swansea and the greater part of the S. Wales coalfield, contains more than half the total population of Wales. The coalfield, in the N., is barren moorland, scarred by deep valleys almost entirely occupied by long straggling colliery villages. The rural S. part of the county, including the Vale of Glamorgan and the Gower Peninsula, is remarkable for its churches of strongly local type and for its numerous ruined

castles, of which Caerphilly Castle is the most important. The chief monastic remains are those at Ewenny, Neath (at the foot of the beautiful Vale of Neath), and Margam.

145¼ m. **Cardiff,** see Rte. 41.

Beyond Cardiff the line ascends the valley of the *Ely*, crossing and recrossing the river; to the N. rise the coal-bearing mountains, while on the S. a low ridge separates the valley from the coastal plain. 147½ m. *Ely*, 1 m. S. of Llandaff (p. 202). — At (149¼ m.) *St. Fagan's*, near which the Welsh royalists were routed by the Independents under Horton in 1648, is an Elizabethan mansion built within the shell of a 12th cent. castle of the De Vale family; on the lawn is a fine cylindrical lead cistern of 1620. The church contains fine 14th cent. sedilia and a 14th cent. piscina. From (152 m.) *Peterston* a visit may be paid to *St. Nicholas*, 1½ m. S., for the sake of the interesting dolmens (one 10 ft. in height) in the neighbourhood. — 156¼ m. **Llantrisant** (*Windsor Arms*, *Bute*, near the station; *Miskin Arms*, in the town), is also on the Taff Vale line from Pontypridd to Aberthaw (comp. below). The small town lies 1½ m. N.E. of the station, but within ¾ m. of *Cross Inn*, on the Pontypridd line. It is picturesquely situated at the point where the Ely emerges from the mountains, and takes its name ('the church of the three saints') from SS. Illtyd, Gwyno, and Dyfodwg, to whom its church is dedicated. There are some scanty remains of the 13th cent. castle, where Edward II was betrayed into the hands of his enemies by a monk of Neath Abbey in 1326. The *Caerau*, on a hill (549 ft.) about 1 m. E., are extensive earthworks.

From Llantrisant to Aberthaw, 11½ m. Taff Vale Railway in ¾ hr. This branch is a continuation of a line from Pontypridd (p. 209; 9¾ m. N.). — 1½ m. *Llanharry*, has remains of Roman iron-workings. — 3½ m. *Ystradowen*. — 5½ m. **Cowbridge,** Welsh *Pontfaen* (*Bear*; *Duke of Wellington*), is a dwindling old-world borough (1159 inhab.). Parts of the 13th or early 14th cent. walls are standing on the S.W. side, including a good example of a small Edwardian gate-house. The church has a curious 13th cent. tower of military character. According to Welsh tradition Glendower inflicted a bloody defeat on the troops of Henry IV in 1405 at *Stalling Down*, c. 1 m. E. of Cowbridge. *St. Hilary*, 1½ m. S.E., has a Norman church, and c. 1 m. S. of the village are the ruins of *Beaupré Castle* (the ancient seat of the Bassett family), a late Elizabethan mansion with a splendid Renaissance porch (dated 1600) exhibiting a curious mixture of classical and Gothic architecture, said to have been designed by Richard Twrch, a local mason driven by a love-disappointment to study abroad. About 2 m. N.W. is *Penllline Castle*, adjoining a small Norman keep with herring-bone masonry. The pleasant lane from Cowbridge to (4½ m.) Llantwit Major (p. 205) passes (r.) the fine 14th cent. gateway of *St. Quentin's Castle*, and skirts (1 m.; r.) the village of *Llanbleddian*, the early home of John Sterling (1806–44), described by Carlyle as 'a little sleeping cataract of white houses with trees overshadowing and fringing it.' Preserved in the church is a pewter chalice taken from the tomb of a priest. *Llanmihangel*, about 1½ m. farther on, is a group of old-world buildings in the depths of a narrow glen, with an interesting little church. Just outside the churchyard is a curious holy well, from which the water once flowed through a woman's breasts carved in relief. *Llanmihangel House*, near by, is a Tudor mansion, now a farm. — 11½ m. *Aberthaw* (p. 204).

158½ m. *Llanharan*. The line enters the valley of the *Ewenny*. — 161½ m. *Pencoed*; 2 m. S. is *St. Mary Hill*, noted

for its annual horse-fair which attracts dealers from all parts of England. — 165½ m. **Bridgend** (*Wyndham Arms*, good; *Dunraven Arms*), a flourishing market-town (9206 inhab.) divided by the river *Ogmore* into *Newcastle* on the W., and *Oldcastle* on the E., lies near a limestone country abounding in places of interest. In Newcastle are the ruins of a castle, with a good 12th cent. doorway. Ewenny Priory and the churches of Coychurch and Coyty (see below) may be included in a pleasant round of c. 8 miles.

***Ewenny Priory,** 1½ m. S., was founded by Morice de Londres in 1141 as a cell to the Benedictine Abbey of Gloucester, and has been described as 'the most perfect specimen of an early Norman semi-ecclesiastical semi-defensive structure to be found throughout the Principality.' Its military character appears in the crenellation not the mere ornament of later times—of the central tower and S. transept, in the remains of the strong precinct wall, and in the surviving gateways, in both of which are meurtrières, while that on the N.W. has a portcullis. The 12th cent. Norman church (now the parish church), which forms part of the enceinte, exhibits striking work in the nave arcade (N.; with round abaci remarkable at so early a date), in the four arches of the crossing, in the open wall arcade on the W. of the S., and only surviving, transept, and above all in the unusually early vaulting of the choir. Freeman well describes the general interior effect as "dark, solemn, almost cavernous." A peculiarity is the doorway (instead of an arch) at the end of the aisle (as at St. David's, p. 244). There were originally two rectangular chapels to the E. of each transept, of which traces remain outside. The nave, probably always parochial, is divided from the monastic chancel by a stone rood-screen. Under the E. arch of the crossing, in a singular position if in situ, is a wooden screen of the mid-14th century. The tomb of the founder, in the S. transept, is a beautiful slab of the late 13th century.

Coychurch, on the main road, 2 m. E. of Bridgend and 2½ m. N.E. of Ewenny, has a late 13th cent. *Church* with several architectural peculiarities, the chief of which are the blank bay before the crossing, the lobed quatrefoil windows in diamond frames at the W. of each aisle, the cinquefoiled clerestory (S. side only) in the nave, and the curious buttresses to the chancel and N. transept. In the N. transept are two recumbent effigies of the 14th cent. and one of 1591. The tower (since rebuilt) fell in 1877, destroying the S. transept and shattering one of two Celtic crosses of interlaced pattern in the churchyard, bearing the name of Ebisar (see p. 205).

About 1½ m. N.E. of Bridgend (by footpath) and 1½ m. N.W. of Coychurch is **Coyty** (*Six Bells Inn*). The *Castle* of the Turbervilles here dates from the 13–14th cent. with Tudor alterations (key at the cottage on the W. side). The inner, and smaller, ward is roughly circular, with a gate-house (N.E.), a small rectangular keep (N.W.), and a curiously placed round tower (S.E.) projecting into the ditch; the rectangular outer ward is of later date. Coyty *Church* (14th cent.) has an odd 15th cent. central tower of smaller dimensions on plan than the crossing. Two small effigies and a wooden chest with carvings of the Instruments of the Passion, possibly a rare example of a portable Easter Sepulchre, are noteworthy.

In the valley of the Ogmore, which extends S.W. from Bridgend, lies (2½ m.) *Merthyr Mawr*, where the river is crossed by a quaint bridge with parapets arranged for sheep-washing. In the churchyard are two inscribed Celtic crosses, and at Merthyr Mawr House are two others, known as the Goblin and Conbelin Stones. *Candlestone Castle*, c. 1 m. W., is the ruin of a fortified 15th cent. manor house. About ¾ m. S. of Merthyr Mawr, near the junction of the Ewenny and the Ogmore, stand the remains of *Ogmore Castle*, a rectangular enclosure incorporating the S. side of a small Norman keep. At the W. end of Ogmore Down is a curious spring, known as the *Schwyl*, which divides itself into two streams, one of which is said to consist of soft water and the other of hard.

From Bridgend a line ascends the picturesque valleys of the Ogmore and the *Llyfni* to (8¼ m.) *Maesteg*, a mining town (28,960 inhab.), and proceeds thence to (11½ m.) *Cymmer* and (14 m.) *Abergwynfy* in the Afon valley (comp. p. 170).

From Bridgend to *Barry* and *Cardiff*, see p. 204.

170¾ m. *Pyle* (pron. 'Pilly') is the junction for the railway between Tondu and Porthcawl (see below). About 1¼ m. S.E. of the station is a fine Danish (?) camp.

To the W. of the line from Pyle to (3½ m.) Porthcawl is a grim region of endless sand-dunes, where the shifting of the sand has been checked by the planting of bent grass. Here, 2 m. W. of Pyle, are the last remnants of the once corporate town and castle of *Kenfig*, overwhelmed by sand in the 16th century. *Kenfig Pool*, a small fresh water lake, is ¼ m. farther W., and about 1 m. S. of t stands the Elizabethan *Sker House*, described in Blackmore's 'Maid of Sker.' — 3½ m. *Porthcawl* (Porthcawl; Seabank & Hydro; Esplanade; Marine; Sea View), once a coaling port, is a bathing resort (6642 inhab.) with a small harbour and excellent golf-links. At *Newton Nottage* (Newton Hotel, small), 1 m. E., is a church with a fortified tower that is probably of the 13th cent., though redressed in the Perp. period. Below the saddle-back parapet on the E. is a doorway intended to give access to a wooden brattice that could be erected on the corbel table immediately below. The stone pulpit in the nave is approached by a stair in the wall and carved in front with a rudely executed Flagellation (15th cent.).

Beyond Pyle on the steep slopes (r.) of *Mynydd Margam* (1130 ft.) are luxuriant banks of oak, at the base of which are the beautiful grounds of the modern *Margam Abbey*, which contain a remarkable orangery and the interesting *Ruins of a once highly important Cistercian abbey, founded in 1147 by Robert, Earl of Gloucester. The greater part of the nave (115 ft.) of the abbey church survives in the present restored parish church, and the lower part of the *W. Front, the plain and massive arcades, and perhaps the groining of the aisles, date from the 12th century. In the S. aisle is a magnificent group of altar-tombs of the Mansel family, and at the W. end of the church are several striking Celtic crosses. The Norman choir and transepts were replaced in the 13th cent., but of the building then erected little remains. The gem of Margam is the noble 13th cent. *Chapter House*, with its beautiful vaulted vestibule. This, unlike most Cistercian chapter-houses (which were rectangular), is twelve-sided outside but circular within, and it was originally vaulted from a central shafted pillar, the delicately foliated capitals of which remain.

177½ m. **Port Talbot & Aberavon** (*Grand*; *Jersey*), with 15,370 inhab., an outlet for the coal and the copper and iron manufactures of the Afon valley, marks our definite entrance into the Welsh 'Black Country.'

From Port Talbot to Treherbert, 13¾ m., railway in ¾ hr. The line ascends the Afon valley to (1¾ m.) *Cwmavon*, one of the busiest of the metal manufacturing centres, which nevertheless retains some of its natural beauty. The great chimney on the summit of *Foel* (1218 ft.), connected with the factories by a flue 1100 yds. in length, serves the double purpose of removing deleterious vapours and detaining for recovery considerable quantities of valuable sublimates. — 7¾ m. *Cymmer*, see p. 169.—Beyond (10 m.) *Blaengwynfy* the line threads a tunnel (2 m.) and then descends the Rhondda Valley to (13 m.) *Blaen Rhondda*. — 13¾ m. *Treherbert* (p. 209). — Another line from Port Talbot ascends the Cwm Dyffryn viâ (8½ m.) Maesteg (p. 169) to (17½ m.) *Blaengarw*.

180¾ m. *Briton Ferry* (9176 inhab.) is the port of Neath, with which it is practically continuous.

183 m. **NEATH** (18,936 inhab.), wholly given up to the coal, iron, and copper industries, occupies a still beautiful

situation at the mouth of the Vale of Neath (p. 211), and is itself not unpicturesque, as viewed from the opposite side of the river.

Railway Stations. *Town Station* (Rfmts.) for the G.W.R. main line, for the Vale of Neath (Rte. 42), and for the branch to the Rhondda and Swansea Bay Railway at Court Sart; *Low Level Station*, G.W.R. about ¾ m. N.W., across the river, for trains to Brecon and the Vale of Neath.

Hotels. CASTLE, old-fashioned and comfortable; CAMBRIAN.

Motor Omnibuses (G.W.R.) run hourly on week-days to (5 m.; 1/) *Pontardawe* (p. 194) and more frequently to *Morriston* (for Swansea), *Skewen* (see below), and *Briton Ferry* (p. 170).

Of the *Castle* founded by Richard de Granville c. 1130 and burned by Llewelyn ap Iorwerth in 1231, there remains only the outer face of the gateway, the drums of which are connected (as at Pembroke) by a curious flying arch. About 1 m. W., reached viâ the canal bank from near the Low Level Station or by tramway, are the extensive but somewhat smoked-begrimed 13th cent. ruins of ***Neath Abbey** founded for Cistercians by De Granville in 1129 (key at the white cottage near the W. end). Of the church, which had no triforium and only a short aisled choir, little remains except the outer walls of the nave and part of the W. front. The S. range of the monastic buildings has vanished, but on the W. are the refectory and dormitory of the lay brothers, with an unusual gateway on the N.; and to the E. is the subvault of the monks' frater with part of their dormitory above it. These, and the abbot's house E. of them, were partly recast by Sir P. Hoby for a mansion c. 1650. To the E., across the canal, are some remains of the *Hospitium*.

From Neath (Low Level Station) a line runs N. to (11¼ m.) *Colbren* (p. 194), where it joins the railway from Swansea to *Brecon* and *Shrewsbury* (Rte. 33). — An alternative route from Neath to (6¾ m.) *Swansea* (East Dock, p. 213) is by the G.W.R. from the Low Level Station, viâ *Neath Abbey Station* and *Briton Ferry Road*.

From Neath to *Pontypool Road* viâ the Vale of Neath, see Rte. 42.

Beyond Neath the railway leaves the ruins of the abbey on the left, and skirts the steep bluff of *Mynydd Drumau* (894 ft.). 185 m. *Skewen*, with large oil-refineries. — We enter the wide lower valley of the *Tawe* near (187¼ m.) *Llansamlet*. The scene here is one of utter desolation, for the acid fumes from the copper works, though said to be healthy for human beings, have destroyed almost all plant life, and grass is replaced by a meagre, sickly growth of yellow camomile. The ground is dotted with bare slag-heaps. The Swansea to Hereford line (Rte. 39) is crossed, then the river Tawe, and at (189½ m.) *Landore Junction* (High Level Station; Rfmts.) we cross the (G.W.R., Low Level Station) line from Swansea to (3 m.) *Morriston*. The castle-like ruins on the hill to N. are deserted workmen's flats. The through-line for Fishguard (Rte. 44) goes on W., but we turn to the S. for (191 m.) **Swansea,** see Rte. 43.

36. FROM NEWPORT TO HEREFORD

43½ m. G.W.R. in 1¼–2 hrs. (12/3, 6/1½).

Road, 45 m. 3 m. *Caerleon* (see below). 11 m. *Usk* (see below). — 17 m. *Raglan* (p. 173). — 25 m. **Monmouth** (p. 185). The direct road thence to Hereford is exceptionally hilly and rough and by all means to be avoided. We follow the Ross road to (29 m.) *Whitchurch* (p. 180), and ½ m. farther on bear to the left, through Marston and Llandinabo, for (45 m.) **Hereford** (p. 180).

Newport, see p. 166. The line runs N. and crosses the Usk. — 2¾ m. **Caerleon-on-Usk** (*Angel ; Hanbury Arms*), the traditional capital of King Arthur, is little more than a big village (2285 inhab.), though as the *Isca Silurum* of the Romans it claims to have been founded about 78 B.C. A bishop of Caerleon was present at the Council of Arles in 314 and the bishopric is said to have been transferred to St. David's (p. 242) by St. David in the 6th cent., as foretold by Merlin. The existing Roman remains are slight but interesting. Near the church (15th cent.) is the *Museum* (open 10–5, adm. 3*d.* ; key at the schoolmaster's house opposite) containing several interesting Roman inscriptions, a stone proving the sea-wall on the neighbouring coast to be of Roman construction (c. 3rd cent.), and a rood ascribed to the 14th century. In the visitors' book is the name of Alfred Tennyson, who resided at Caerleon for some months when seeking local colour for his 'Idylls of the King.' The lane leading S. past the school brings us to (3 min. ; left) a field containing a considerable fragment of the Roman city wall and the remains of the *Amphitheatre* (excavated at two points), which is known also as *King Arthur's Round Table*. Between the Roman castrum and the Usk are the motte-hill and roughly pentagonal bailey of an early Norman castle (no adm.). Close at hand is the site of the mediæval bridge, formerly guarded at the ends by towers, of which one remains.

About 1¼ m. S.E. of Caerleon, beyond the muddy Usk, is *Christ Church*, a striking building mainly of the 15th cent., but including a Norman S. doorway and a 13th cent. W. tower of quasi-defensive character. Lord Herbert of Cherbury (p. 132) once resided at *St. Julian's*, an Elizabethan mansion (rebuilt) on the Newport road near the river.

Beyond Caerleon the line passes some wire-works (l.) and then quits the valley of the Usk to ascend that of its tributary, the *Afon Llwyd*, through an industrial region. At (7½ m.) *Pontnewydd* are large tin-plate works. 9¾ m. *Pontypool Road* (Rfmts.), with important coal-traffic, is the terminus of a line from Neath (and Swansea), see Rte. 42. **Pontypool** (*Crown*), a charmingly situated industrial town (6883 inhab.) and likewise a station on the line to Neath, was one of the earliest centres of the iron industry (1560).

From Pontypool Road to Monmouth, 18¼ m., G.W.R. in ¾–1 hr. (5/3, 2/7½), through pleasant country. 6 m. **Usk** (*Three Salmons* ; motor omnibus to Newport), an interesting little town (1496 inhab.) much visited by anglers, on the river of the same name, probably occupies the site of the Roman *Burrium*. Of the *Castle* of the De Clares, which was taken by Simon de Montfort in 1265

and suffered at the hands of Glendower, there are still considerable remains on a bold bluff overlooking the town (adm. 3*d.*; key at 4 Ash St.). The ruins (mostly 13th cent.) consist chiefly of a roughly rectangular enclosure, but there are traces of a second ward to the S., on a lower level. Opposite the entrance gateway (E.) is a circular tower on the curtain, that is possibly a small 'juliet,' or possibly (since it communicates with the rampart walk) merely an unusually important mural tower. On the N. are the remains of a small *Palace.* The *Church* consists of the nave (with N. aisle) and central tower of a former Benedictine nunnery church, founded by Richard de Clare, son of Strongbow, in 1236, but embodying some remains of an earlier structure, for the four arches of the crossing (the transepts have disappeared), the massive tower above them, and the monastic chancel date from the first half of the 12th century. The aisle was added in the 13th century. In the 15th cent., however, it was rebuilt on a wider scale, and its two elaborate porches (N. and W.) were then added. An odd feature of the interior is the enormous circular stair-turret that projects into the aisle and is continued above the roofs at the N.W. angle of the tower. Worthy of note are the fine, and unusually tall rood-screen (15th cent.) in the aisle, with the W. coving of its loft, and the remarkable brass inscription (c. 1400), in an early Welsh dialect, attached to the E. side of the chancel screen. To the W. of the churchyard is the monastic gatehouse. — About 3½ m. N. of Usk, at *Bettws Newydd*, on the road to Abergavenny, is an unusually small, but fine and perfect, rood-loft (15th cent.; mostly of Welsh character), remarkable for the retention of its boarded tympanum. At *Llangwm Uchaf*, 4 m. E. of Usk, is another interesting rood loft, of rather later date, which also retains its tympanum, but the whole has been extensively restored.

11¾ m. **Raglan** (*Beaufort Arms; White Lion*) is a considerable village lying ½ m. W. of the station. On a knoll ½ m. N is ***Raglan Castle** (adm. 6*d.*; closed on Sun. morn.), one of the most famous ruined strongholds in the W. of England. Though possibly incorporating some fragments of an earlier building of the De Clares, the present castle was begun by William Herbert, Earl of Pembroke (beheaded in 1469), a little before his death. It is largely domestic in character (witness the extensive use of outer windows), but the keep, the moat, the heavy machicolation of the gateway towers, and the double set of portcullis grooves were clearly provided for defence; and the castle may fairly be considered the last and not the least imposing example of mediæval fortification in England. Raglan Castle was defended for ten weeks in 1646, against Fairfax, by the first Marquis of Worcester (then 84 years old). The 'slighted' ruins were returned at the Restoration to the second marquis, author of 'The Century of Inventions' (1663), and inventor of the 'Raglan engine,' a contrivance said to have been used for pumping water upon Roundhead visitors. Traces of this machine, which contained the germ of the steam-engine, have been found in the castle walls. Field-Marshal Lord Raglan (d. 1855), of Crimean War fame, took his title from this town.

To the left of the bold entrance gateway lies the hexagonal detached keep (cf. the earlier example at Flint, p. 9), known as the 'Yellow Tower of Gwent.' One side of it was blown up by Cromwell, but the staircase remains, and from the top a good view can be obtained. At the farther end of the first court is the Kitchen, to the right of which is the breach made by Fairfax's cannon (see above). On the left (W.) of the court is the Great Hall, a Tudor addition, with its fine bay windows; this, with the slight remains of the Chapel, forms the dividing range between the two courts. Beyond, in the N.W. angle of the second court, is the Grand Staircase which led to the State Apartments. A second gatehouse, in the S.W. angle, was the approach to the gardens.

A few miles beyond Raglan we enter the valley of the *Trothy*, which joins the Wye at the picturesque little town of (18¼ m.) *Monmouth* (p. 185).

The line continues to the N. to (14¼ m.) *Nantyderry*, the station for *Bettws Newydd* (see above; 2½ m. E.). We cross the Usk just short of (16¾ m.) *Penpergwm*; on the left appears the Blorenge (p. 176) and in front is the Sugar Loaf (p. 176). — 19½ m. **Abergavenny,** see Rte. 37.

The line now leaves the valley of the Usk. — 20½ m. *Abergavenny Junction* (see p. 175). — 23½ m. *Llanfihangel* is the

nearest station by road to Llanthony Priory (p. 177), though the walk over the hill from Pandy (see below) is slightly shorter. To reach the village we follow the E. side of the railway on leaving the station, but for (6 m.) the Priory we keep on its W. side, soon joining the road that leads from Llanfihangel up the valley of the Honddu (see p. 177). — 25¾ m. *Pandy*, within 6 m. of Llanthony Priory (see p. 177), is a starting-point for the fine walk over the Black Mountains to (15 m.) *Hay* (p. 189). — The railway descends the valley of the Monnow, a good trout stream. — 31 m. *Pontrilas* is in Herefordshire.

Grosmont, a quaint little town on a hill, lies 2¾ m. to the S. The *Castle*, mostly of the 13th cent., with some 14th cent. additions, differs from the others of the 'trilateral' (p. 179) in the greater development of its residential character. It was besieged by Llewelyn, but on the approach of Henry III the Welshmen "saved their lives by their legges." The building is roughly rectangular, and remarkable, like White Castle (p. 179), for the strength of its contemporary earthworks. To the right, on entering, are the ruins of the unusually large Hall, curiously constructed on the outer side of the curtain. An elegant Dec. chimney-shaft at the farther end of the enclosure alone remains in perfect condition. The large cruciform *Church* (mostly 13th cent.) is interesting, and has a striking octagonal 14th cent. central tower, with a tall stone spire. Within are a Norm. font and a fine E.E. double piscina. John Kent (d. c. 1348), the Franciscan necromancer, is said to be buried here. — At *Ewias Harold*, 1½ m. N.W. of Pontrilas station, is the site of a motte-and-bailey castle, of which, according to Leland, "the fame is that it was builded by Harold before he was Kynge." It was more probably the successor of one of the early castles that were erected by Norman adventurers in this country during the reign of the Confessor. — About 2 m. W. of Pontrilas is the interesting little Norman church of *Rowelstone*, in the sanctuary of which are two unique 14th cent. riddel-brackets for curtains (or less probably chandeliers). The cocks on these, and two figures, head downwards, on the chancel arch, are perhaps symbolical of the dedication of the church to St. Peter.

From Pontrilas to Hay, 18¾ m., G.W.R. in 1 hr. (5/6½, 2/9½). This line, wholly in Herefordshire, ascends the 'Golden Valley' wrongly so called from the river *Dore*, whose Welsh name 'Dwr' is a Celtic word for water. — 2½ m. **Abbey Dore.** The **Church*, consisting of the choir and transepts of the church of a Cistercian abbey founded by Robert of Ewias in 1147, dates from a few years later, and is remarkable as an example of the very last stage of Trans. architecture as it finally passed into E.E.; here, as at Chichester and Wells, "the ancient Romanesque style breathed its last." Of the very beautiful interior, the E. end (perhaps remodelled c. 1200) is unusual in plan, and consists of a rectangular vaulted ambulatory, with five chapels that were formerly divided by low perpent walls. There is a single chapel on the E. of each transept —an unusually small number, but the whole scale of Abbey Dore is relatively humble. The old glass (some of it 14th cent.) in the three top lancets at the E. end, and the wealth of early 17th cent. woodwork should be noted. — 7¾ m. *Peterchurch* has an interesting Norman church. — 18¾ m. *Hay*, see p. 187.

34¼ m. *St. Devereux*. On a height ⅜ m. to the right is *Kilpeck*, where the *Church is one of the finest remaining examples of enriched Norman work on a comparatively small scale. The remarkable sculpture of the S. doorway and W. window, and the arches to the chancel and apse should be especially noticed. 43½ m. **Hereford**, see p. 180.

37. ABERGAVENNY

ABERGAVENNY (frequently pron. 'Abergenny') is an old town (9008 inhab.) beautifully situated on the edge of the hills at the confluence of the Usk and the *Gavenny*. Although in Monmouthshire, it is one of the chief tourist centres for S. Wales, and is much frequented for the excellent fishing in the Usk.

Railway Stations. *Great Western*, ¾ m. S.E. of the town (omnibus); *Brecon Road*, for the L. & N.W.R., on the W. side of the town; *Abergavenny Junction* for L. & N.W.R. trains to Merthyr Tydfil and G.W.R. trains to Hereford, 1 m. N.E. of the town.

Hotels. *Angel, R. 7/, D. 5/; Swan; Greyhound.

Motor Omnibuses. To (9 m.: ¾ hr.) *Raglan* (1/5) and (17 m.; 1¼ hr.) *Monmouth* (2/8) on Tues. and Sat.; to *Crickhowel* and *Brecon*, see p. 177; to *Llanwapley*, see p. 178.

Golf. 9-hole course.

History. Known to the Romans as *Gobannium*, Abergavenny became in the middle ages a stronghold of the Lords Marchers, being the key to the pass of Bwlch (p. 178). The town was sacked by Glendower in 1404, and by Fairfax's troops in 1646. A Jacobite riot at the accession of William III resulted in the suspension of its charter. The flannel and wig-making industries for which Abergavenny was once well known have long since died out; and the prosperity of the town is now due mainly to its proximity to the S. Wales mining districts.

The large *Church* of St. Mary was formerly the chapel of a small Benedictine priory, founded by Hameline de Balun, the first Norman lord of the town (1085–1135), as a cell of the abbey of St. Vincent at Le Mans. The nave is largely modern, but the rest is mostly mediæval, though the chancel lost its clerestory and received the present lath-and-plaster groining in a disastrous restoration of about 1828. The *Monuments (13–17th cent.), though ill-treated, and in more than one case patched with figures from an alabaster reredos, form one of the finest series in the kingdom. In the S. or Herbert Chapel are the recumbent effigies of members of the Herbert and Hastings families, including a fine wooden figure of the second Baron Hastings (d. 1313), a claimant to the Scottish throne on the death of the Maid of Norway in 1290. Like Bruce and Baliol, he was a descendant, in the female line, of David, Earl of Huntingdon, grandson of David I. In the N. or Lewis Chapel are effigies of Eva de Braose (d. 1246) and of Eva de Cantelupe (d. 1257). The latter, sometimes attributed to Christina Herbert (d. c. 1307), is a rare example of a figure of a woman with "on her breast a great fayre shield." The monument of Dr. David Lewis (d. 1584), first Principal of Jesus College, Oxford, was erected by him in his life-time. The curious wooden recumbent figure on the floor evidently formed the root of a Tree of Jesse. The old stalls, with coved and latticed backs, and the seats for the prior and sub-prior beneath lofty tabernacled canopies, in the choir, are assigned by Mr. Bond to c. 1380, but are perhaps a century later. The font has a good circular Norman bowl.

On a projecting eminence on the S.W. edge of the town, and overlooking the valley of the Usk, are the slight ruins of the *Castle*, founded by Hameline de Balun (see above) in the 11th century. Of the original early Norman castle only the motte and the roughly pentagonal bailey remain, and of the later stone defences, which were incorporated with the town walls, nothing is left save part of the N.W. curtain, with the ruins of the entrance gate at its N.E. end and two mural towers at its opposite extremity.

Excursions from Abergavenny.

The *Blorenge* (2½ m. S.W.), a hill (1834 ft.) capped by mountain limestone forms the N.E. bastion of the great S. Welsh coal field. It is easily ascended (c. 3½ hrs. there and back) by following the Merthyr Tydfil road to just beyond the first milestone, and there taking the lane to the left. In front, as we approach the base of the hill, a footpath is seen ascending obliquely to the left to a white cottage on the bank of the Brecon and Newport canal. Here we join a lane, in c. 20 min. take the turning to the right, and in 3 min. more bear again to the right. From just beyond (12 min. more) the moor-gate we turn to the right out of the cart-road, and climb the bare hill to the top (two cairns). The chief feature in the extensive view is the lovely vista of the Usk valley in the direction of Crickhowel.

The *Skirrid Fawr* (1601 ft.; 3 m. N.E. of Abergavenny) is a curious isolated hill, with a notch at the N. end of its long ridge that is locally attributed to the earthquake at the Crucifixion (hence the alternative name of 'Holy Mountain'). We follow the Ross road as far as the second milestone, and there take the footpath to the left. The view is blocked towards the W. by bigger hills, but extends E. to the Malvern range; and it is said that even the Mendips are visible in clear weather. The *Skirrid Fach* (886 ft.; 1½ m. E.) is the nearest to Abergavenny of this group of hills, as well as the lowest and least interesting.

The *Sugar Loaf* (1955 ft.; 3½ m. N.W. of Abergavenny), a beautiful cone of Old Red Sandstone, rising above three huge shoulders, is by far the most striking hill in the immediate neighbourhood. The ascent (1½ hr.) may conveniently be combined with a visit to Patrishow church (see below). From the Brecon Road station we follow Chapel Road to the right, and beyond the suburb (c. 20 min.) a broad raised path is seen on our left, adjacent to a park-drive. This path leads in 10 m. to a lane which forks 4 min. farther on. We take the grassy right branch which leads up the long *Rholben* shoulder (track) to (1½ hr.) the summit. The features of the view are the great mass of the Black Mountains (p. 188) to the N.; the Usk valley beyond Crickhowel, with the Brecon Beacons in the distance; and the broken country stretching E. to the Malvern and Cotswold Hills. For Patrishow we take our own way down the fern-clad N. slopes of the hill, and cross the Grwyne Fawr at *Pont Newydd* (1½ m. from the summit), whence a narrow lane ascends the right bank to (4 m.) the secluded little church of *Patrishow* (key at the farm just below), one of the most interesting in Wales. The building, largely Tudor, has a picturesque cradle roof; at its W. end is a curious 13th cent. cell. The small but singularly beautiful rood loft, of Welsh type, is lighted by a plain window at each end; on the W. face of its screen are its two original stone altars, with their consecration crosses (save one on the N.). On the rim of the circular font is the inscription: "Menhir me fecit in tempore Genillin" (identified by Prof. Westwood with Genyllin Foel, Prince of Powis in the 11th century). The stone altar in the S.E. corner of the W. chamber likewise retains its consecration crosses.

From Patrishow pedestrians may go on to (6¾ m.) Crickhowel viâ Llanbedr (see p. 178), or return directly to (c. 6½ m.) Abergavenny, crossing the Grwyne Fawr at (c. 1½ m.) *Pont-yr-Esgob* ("the bishop's bridge"), where Abp. Baldwin of Canterbury (p. 163) crossed the river in 1188. Higher up the stream, in the heart of the Black Mountains, a reservoir is now in process of construction for the water supply of Abertillery and its neighbourhood.

From Abergavenny to Llanthony Priory, 10½ m. by road, or by G.W.R. to (4 m.) *Llanfihangel* and thence by

road (6½ m., see p. 173). We follow the Hereford road to the N. viâ (1¾ m.) *Llantilio Pertholey*, the church of which (mainly 14th cent.) has two remarkable wooden 'arches' and a curiously complicated ground-plan, to (4½ m.) *Llanfihangel Crucorney* (picturesque old inn), where the church (restored) has a quasi-fortified tower, and a carved sepulchral slab. A road here diverges to the left and soon enters the beautiful mountain valley of the Honddu. 10½ m. **Llanthony Priory,** or *Llanddewi Nant Honddu* ('St. David's in the Honddu valley'), was founded c. 1107 by Hugh de Lacy as a house for Austin canons. The monks, however, having no "mind to sing to the wolves," migrated in the reign of Stephen to a milder site near Gloucester, and the original house became little more than a cell of their new priory. The existing remains, in a plain and severe transitional Norman style, probably date from the end of the 12th cent., when Prior William of Wycombe made a determined but futile effort to recall the errant monks to their allegiance. Of the monastic church (212 ft. in length) the W. front, with its twin towers, and portions of the nave, transepts, central tower, and aisleless choir remain. The church (though not Cistercian) had no triforium; doorways rather than arches lead from the aisles to the transepts; and there is everywhere a sparing use of capitals and a correspondingly frequent use of continuous mouldings. The monastic buildings are now replaced by a farm. The Abbey Hotel is built in the ruins of the prior's house, adjoining the S.W. tower of the church. Of the chapter house, only the S. wall remains. The small parish church, near by, is probably of the same date as the priory; the small size of its chancel arch, the length of the chancel, unusual for the period, and the existence of two doorways at the E. end of the nave, suggest that it was once a pilgrim resort of some importance. In 1811 Walter Savage Landor purchased the Llanthony Priory estate, for which he planned a wide scheme of amelioration. By 1814, however, he was at loggerheads with his tenants, his neighbours, and the local authorities; the estate, which had swallowed up £70,000, passed under the control of trustees, and Landor quitted the country. His half-built house has been pulled down.

The pleasant road goes on up the narrow valley to (3½ m.) the tiny village of *Capel-y-Ffin*, near which is *Llanthony Monastery*, founded in 1870 by the Rev. J. L. Lyne (Father Ignatius; d. 1908). This now belongs to the priory on Caldey Island (p. 232), but at present stands empty. From Capel-y-Ffin to (7½ m.) *Hay*, see p. 189.

From Abergavenny to Brecon, 20 m., motor omnibus four times daily in 2 hrs. (3/9), ten times daily to Crickhowel in ½ hr. (1/3). The road, perhaps the most beautiful high-road in S. Wales, ascends the *Valley of the Usk between the Blorenge (p. 176) and *Mynydd Llangattwg* (1682 ft.) on our

left, and the Sugar Loaf (p. 176) on our right. Shortly after crossing (4 m.) the *Grwyne Fawr* (p. 188), we reach (6 m.) the charming village (1232 inhab.) of **Crickhowel** (*Bear*, R. or D. 3/6, pens. 11/6; *Cambrian Arms*), a good centre for the exploration of the Black Mountains (p. 188). 'Crickhowel flannels' (mentioned in 'Humphrey Clinker') are no longer manufactured. The village is named from the fort (crûg) of Hywel, a fortified encampment on the hill to the N. The *Church* (14th cent.) has a picturesque shingle spire (unusual in Wales), and in the chancel are five tomb-niches with two recumbent effigies. A mound and two broken towers now represent the old *Castle*, and close by is the picturesque 15th cent. gateway of a vanished mansion of the Herberts. The church of *Llangattwg*, on the S. side of the Usk, has a 15th cent. tower, and that of *Llanbedr*, c. 2¼ m. N.E., in the glen of the *Grwyne Fechan*, has remains of 15th cent. glass. From Llanbedr the walk may be pleasantly prolonged up the vale of the Grwyne Fawr viâ (2 m.) Pont Newydd (p. 176) to (4½ m.) Patrishow (p. 176). — From Crickhowel through the Black Mountains to (12 m.) *Talgarth*, see p. 191.

The Brecon road runs N.W. from Crickhowel, passing (c. 6½ m.; l.) a ruined dolmen and skirting the fence of *Glanusk Park* (Lord Glanusk). After 8 m. a road for Talgarth diverges to the right and ascends the deep glen of the Rhiangoll. Our road keeps straight on, and ascends round the N. flank of the wooded *Myarth* (850 ft.), which intervenes between us and the main valley of the Usk. Beyond (10 m.) *Halfway Inn* we turn sharply (11¼ m.) to the right and mount to the top of the pass. As we enter the straggling village of (11¾ m.) *Bwlch* we enjoy a retrospective *View of the valley of the Usk in the direction of Abergavenny, with the Sugar Loaf in the distance, while to the E. is the white summit of *Pen Cerig Calch* (2302 ft.), 'the head of the limestone rock.' About ½ m. N. of Bwlch are the scanty remains of *Blaen Llyfni Castle*, a Norman structure of the De Braose family, and as we quit the village we have a glimpse (r.) of Llangorse Lake (p. 192). The road now begins to descend, with *Buckland Hill* (c. 1000 ft.) on the left. Beyond (13¾ m.) *Llansaintfraed* (p. 192) the Brecon Beacons become visible (l.) in great magnificence. — 16 m. *Llanhamlach*. The rebuilt church contains an unusually well-preserved effigy of a lady. Within the N. porch are several grave-slabs with the cross fleury motive (comp. p. 196), and outside is an early slab with sculptures representing Adam and Eve or possibly the Crucifixion. — 20 m. *Brecon*, p. 194.

From Abergavenny to Monmouth, 15 m. (motor omnibus to Llanvapley on Tues.). The road, running due E., crosses the N. slopes of the Skirrid Fach (p. 176) and descends into the valley of the *Trothy*. At (4½ m.) *Llanvapley* the late 13th cent. church has a beautiful example of plate-tracery

in its E. window. — 7 m. *Llantilio Crossenny* is supposed to be the site of a great victory of the Welsh over the Saxons in 556. The 13th cent. church was originally a cruciform building, but its N. transept was absorbed in a Dec. chapel, and a clerestory was added in the 15th cent. The height of the nave is in striking contrast to the low arches of the crossing. The puzzling arrangements for the vanished rood-loft, the long chest in the S. transept, and the sepulchral slabs in low relief on the chancel floor are points of interest. White Castle (see below) lies 1½ m. N.W. — About 2 m. farther on we reach the river Trothy, and after following it for nearly 2 m. we cross the hill and reach (15 m.) *Monmouth* (p. 185).

From Abergavenny to Ross, 22½ m. by road. The road, leading E.N.E., crosses the S. slopes of the Skirrid Fawr (p. 176) at a height of 632 ft., and then descends to the Trothy, which we cross at (6 m.) *Llanvetherine*. About ½ m. farther on a lane on the right (S.) diverges for (c. 1 m.) the ruins of White Castle (adm. 3*d*.), an excellent example of the intermediate type of 13th cent. castle that arose between the disappearance of the circular or rectangular keep and the development of the scientific Edwardian fortress.

The castle, situated on the top of a hill, was purely a military blockhouse, not a residence, and its earthworks are of unusual importance for so late a date. The main enclosure is a hexagon, with a drum tower at each angle, and gateways on the N. and S. The N. gateway is defended by a walled enclosure larger in area than the castle proper, the S. gateway by an earthwork lunette. The W. drum of the main gatehouse may be ascended for the view. White Castle, Grosmont (p. 174), and the minor castle at Skenfrith (see below) formed the famous Monmouthshire 'trilateral' ("Three castles fayre are in a goodly ground").

The main road ascends along the wooded S. slopes of *Craig Serverthin* (1389 ft.) and reaches the delightful valley of the *Monnow* at (12 m.) *Skenfrith*. The castle (13th cent.) consists of a small circular keep, on a slight mound near the centre of a four-sided enclosure which is guarded at each corner by a drum tower. The well-restored church, mostly 13th cent., with later aisles and a small Tudor S. chapel, has a picturesque wooden upper storey on its W. tower. In the N. aisle are a remarkable altar-tomb (1557) and a richly carved Elizabethan pew. About 2 m. N. is *Garway* with an interesting church (Norm. and E.E.), and a 14th cent. dovecote. In less than a mile we enter Herefordshire. — 22½ m. *Ross*, see p. 183.

From Abergavenny Junction to Merthyr Tydfil, 24½ m., L. & N.W.R. in 1½–1¾ hr. (7/7, 3/6½). 1¼ m. *Brecon Road*. The line crosses the Usk, ascends the S. side of its valley, and enters the narrow glen of the *Clydach*. — Beyond (6½ m.) *Clydach*, where the river descends in a succession of small but picturesque cascades, we approach the N. edge of the coalfield and enter an industrial region. — At (9½ m.) *Brynmawr* (p. 167) the line from Pontypool (p. 172) comes in on the left. For the rest of the way the railway crosses a high tableland, with coal-mines and iron-works on every side. Many branch lines diverge on the left, serving the great mining valleys of the *Ebbw*, the *Sirhowy*, and the *Rhymney*. — 14 m. *Nantybwch* (p. 167). — 15½ m. *Rhymney Bridge* (for Cardiff; p. 208). — 17¾ m. *Dowlais* (p. 167). — 24½ m. *Merthyr Tydfil*, see p. 209.

38. HEREFORD TO CHEPSTOW. THE VALLEY OF THE WYE

40 m. G.W.R. in 2¼–2¾ hrs. (11/8, 5/10); carriages are usually changed at Ross and Monmouth; to *Monmouth* (May Hill), 24½ m. in 1½ hr. (7, 3½, 3/8).

Road, 40 m. We quit Hereford by St. Owen St. (Pl. D 6). — 4 m. *Mordiford.* — 6 m. *Fownhope.* — 14 m. **Ross** (p. 183). — 18 m. *Goodrich* (p. 185). — 20 m. *Whitchurch* (1½ m. from *Symond's Yat*, p. 185). — 24 m. **Monmouth** (p. 185). — 30 m. *Biesweir.* — 35 m. **Tintern Abbey** (p. 186). Thence it is 5 m. over the *Wyndcliff* (p. 186) to **Chepstow** (p. 186).

The **Wye** (Welsh *Gwy*, water) rises on the slopes of Plynlimon (p. 147), 15 m. E. of Aberystwyth and only 2 m. from the headwaters of the Severn. It flows to the S.E. viâ Rhayader, Builth Wells, and Hay to Hereford, and then to the S., joining the Severn near Chepstow (p. 186) after a course of 130 m. Walkers may spend a very pleasant week in following its whole course from source to mouth, but the majority of tourists will content themselves with a visit to the Lower Wye. The most beautiful scenery is on the section between Gloucestershire and Monmouthshire. The Wye, like the Severn, is a good salmon stream, and its fisheries are valuable. The 'coracle,' still seen here and there on the Wye, a portable boat shaped like half a walnut and made of tarred canvas on a light frame, perpetuates an ancient British type. — Ross or Hereford may be selected as a starting-point for a visit to the Lower Wye (comp. p. 184).

HEREFORD, an ancient county town (23,324 inhab.) and the seat of a bishop since 672 (when its see was detached from Lichfield), lies mainly on the left bank of the *Wye*. Its castle, once "high and stronge, and full of great towres," as the proximity of the Welsh marches demanded, has almost totally vanished, but portions of the ancient town-walls and many interesting old buildings remain.

Hotels. Green Dragon (Pl. a; C 4); Mitre (Pl. b; C 4), R. from 5/6, D. 5/; City Arms (Pl. c; C 4), these three in Broad St.; Greyhound (Pl. d; C 4), High St.; Merton (Pl. e; B 5).

Motor Omnibuses ply to *Ross* (1/10) 2 or 3 times daily (except Tues. & Fri.) in 1½ hr.; to *Leominster* (1/10) on Tues. & Fri. in 1½ hr.; to *Monmouth* (3/) on Wed. in 1¾ hr.; etc.

Boats for the Wye trip (see p. 184) may be hired at the Wye Bridge.

Post Office (Pl. C 4), Broad St.

From *Barr's Court Station* (Pl. A 6; Rfmts.) we proceed viâ Station Road, Commercial Road, and Commercial St. to the small open space known as High Town (Pl. C 4). Here stands the **Old House*, a timbered house built in 1620 from the design of John Abel, to whom are due many fine timbered houses in Herefordshire. Formerly part of the Butchers' Row, it was restored and converted into a bank in 1883, and presented to the city in 1921. In High St., leading W. from this point, is the church of *All Saints* (Pl. C 4), with a lofty spire (212 ft.), carved oak stalls (late 14th cent.), and the register of Garrick's birth (comp. p. 183).

High St. and Whitecross St. and Road, continuing High St., lead to (1¼ m.) the *White Cross* (beyond Pl. B 1), a hexagonal shaft erected by Bp. Charlton in 1347 in thanks-giving for the departure of the Black Death (stepped base alone original). The markets were held here during the plague.

From All Saints (see above) Broad St. leads S. to the cathedral close, passing the *Post Office* (Pl. C 4) and the *Public Library & Museum* (r.; fine Roman altar and other antiquities from Castra Magna, p. 187).

***Hereford Cathedral** (Pl. C, D 4), dedicated to SS. Mary and Ethelbert, is a beautiful and interesting building, 342 ft. long, illustrating many architectural styles. Visitors usually enter by *Bp. Booth's Porch*, on the N. side (adm. to choir and Lady Chapel 6*d*.). Services on week-days at 10 & 4.30, on Sun. at 10.30 & 3.

History. Legend has it that the ghost of St. Ethelbert of East Anglia, murdered by Offa of Mercia in 794, demanded burial at Hereford; and in 825 a successor of Offa built over the miracle-working tomb of the saint what was probably the first stone church on this site. A later Saxon church was burned down, along with the town, in the Welsh invasion of 1056. The first Norman bishop, *Robert de Losinga*, began to rebuild the ruined church in 1079, but if, as tradition asserts, his church was circular, it must have been obliterated by *Bishop Reynelm* (1107-15), who is styled on his tomb 'founder of the church.' Yet the 11th cent. character of parts of the E. end suggests that Reynelm's claim is excessive. *Robert de Bethune* (1131-48) completed the nave "with great solicitude and expense" and renovated the choir. *William de Vere* (1186–99) radically altered the plan of the E. end, and probably began the Lady Chapel (completed about 1220), beneath which was constructed a lofty crypt. The N.W. Transept was rebuilt c. 1260, and the inner N. Porch was added by *Bp. Swinfield* (1282–1317). The dignified Central Tower (165 ft. high), erected on the Norman piers and arches, and the Chapter House are due to *Bp. Adam of Orleton* (1317–45). *Bp. Booth* (1516–35) added the outer N. Porch. The fall of the W. tower in 1786 afforded *Wyatt* an opportunity of pulling down the W. bay and destroying much Norman work in the nave and of erecting a new W. front after his own idea of Gothic. The latter has fortunately been replaced by a new façade in the 14th cent. style, by *J. Oldrid Scott*, completed in 1905. The E. end and crossing were restored by *Cottingham* in 1843, the whole building by *Sir G. G. Scott* in 1856–63.

Interior. The Nave (12th cent.; 158½ ft. long, 73⅓ ft. wide, and 68 ft. high), one of the richest Norman designs in England, though evil entreated by Wyatt (see above), who is responsible also for the present triforium, clerestory, and wooden vaulting, still preserves its real grandeur in the massive piers, the main arches, with their carvings and mouldings, and the noble arches that support the tower. The sculptured *Font* is likewise Norman. The *Aisles* are late-Dec., on Norman lower courses. The vaulting of both nave and aisles was coloured by Cottingham. Features of interest are the Jacobean oak pulpit and the monuments of Sir Richard Pembridge (d. 1375; S. aisle) and Bp. Booth (d. 1535; N. aisle). — The *North Transept, in a rich and unusual Dec. style, may have been built to receive the exquisitely designed tomb of Bp. D'Acquablanca (d. 1268), but is mainly associated with the shrine of Bp. Thomas Cantelupe (d. 1282), a saint whose remains worked miracles and attracted pilgrims. The *Pedestal of his magnificent shrine stands in the transept aisle. Under the great window, one of the largest examples of Geometrical tracery in England (glass by Hardman), is the richly canopied tomb of Bp. Thomas Charlton (d. 1369). — The *South Transept retains its Norman character. The primitive design of the E. wall is probably due to Losinga (see above), with later work in the triforium arch above the aisle. Bp. Trevenant (d. 1404), to whom are due the Perp. alterations in this transept, lies under the S. wall. On the W. side

is a fireplace. On the E. wall is the famous **Mappa Mundi*, executed on vellum by Richard of Haldingham c. 1313, a typical mediæval map, with Jerusalem in the centre and Paradise at the top (*i.e.* to the E.). — The *Tower Lantern*, with its many shafts, and curious gratings, was hidden by a 15th cent. roof until 1843.

The ornate metal and enamelled *Choir Screen* was designed by Sir Gilbert Scott. In the solemn *CHOIR (dedicated in 1110) the rich Norman triforium is surmounted by a graceful E.E. clerestory, which, like the vaulting, dates from the 13th century. The main arches are supported by massive piers, and the capitals of the semi-detached shafts are richly carved. At the E. end is a grand Norman arch (surmounted by a blind arcade) which originally gave upon the central one of three low apses. In the axis of this arch now rises a pier of the processional aisle belonging to Bp. de Vere's alteration (1186–99), with a broad spandrel covered with sculpture, which, like the reredos beneath, is modern. The *Choir Stalls* and *Bishop's Throne* date from the 14th century. A marble slab opposite the throne marks the supposed spot of St. Ethelbert's shrine (see p. 181). The ancient chair to the left of the altar is said to have been used by King Stephen. Of several brasses, that to Bp. Trilleck (1360) in the chancel floor is specially good. Opening from the N. choir aisle is the pretty little *Chantry of Bp. Stanbury* (d. 1474). A door W. of it leads to the *Archive Chamber*, formerly entered only by a kind of drawbridge, crossing the large window in the N.W. transept. The "genuine monastic library," originally kept here, is now in the new library (see below). — The choir ends at the EAST TRANSEPTS, built on the site of the Norman apsidal chapels at the end of the 14th century.

The E.E. *LADY CHAPEL (c. 1220), despite its interior want of height, is beautiful, especially the clustered window-shafts and the E. end with its five lancets (restored). In the Perp. recess on the N. is a good effigy of a 14th cent. knight. In the easternmost bay on this side is the monument of Joanna de Bohun (d. 1327), under a painted arch. On the S. side, behind an open screen of painted stone, is the lovely little *Audley Chantry* (1492–1502), with a good fan-vaulted roof and fragments of old glass. Another remarkable example of monumental sculpture is the effigy of Dean Berew (d. 1462), on the S. wall of the vestibule. — The E.E. CRYPT, the one instance of an English crypt founded later than the 11th cent., is entered by a porch on the N. side of the Lady Chapel.

A covered walk, with finely carved oak roof, known as the *Vicars' Cloister*, leads from the S.E. transept to the COLLEGE OF VICARS-CHORAL (Pl. D 4), built round a quadrangle (1472; hall of the 18th cent.). A second cloister, of two walks (Perp.), known as the *Bishop's Cloister*, with vigorous grotesques, is entered from the S. side of the nave. In the E. walk is the walled-up doorway of the ruined *Chapter House*, and against the S. wall are remains of a two-storied *Norman Chapel*. The square tower, with an upper chamber, at the S.E. corner has always been called the '*Ladye Arbour*.' On the W. side is the *Library*

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John Bartholomew & Son, Ltd., Edinr.

(1897), containing nearly 2000 vols., including many rare and early printed books. Anglo Saxon Gospels (1050) and a Missal 'secundum usum Hereford' (1265) are noteworthy among the 236 MSS.

The *Bishop's Palace* (Pl. D 4) stands to the S., between the cathedral and the river. It contains a Norman hall with timber pillars. In Gwynne St., on the wall of the bishop's garden, is a tablet marking the alleged birthplace of *Nell Gwynne* (1650–87). The *Cathedral Grammar School* (Pl. D 4), E. of the cathedral, dates from the 14th century.

The Festival of the Three Choirs at Gloucester, Worcester, and Hereford is held yearly (Sept.) in rotation at the three cathedrals, and will take place at Hereford in 1924.

Just to the S.E. of the cathedral close, on the river, is CASTLE GREEN (Pl. D 5), preserving the memory of the old castle (p. 180); the pool on its N. side was part of the moat. In the middle is a column to Nelson.

We now return to High Town viâ St. Owen St. (Pl. D 6, C 5), passing the *Town Hall* (1904), the *Shire Hall* (Pl. C 5; by Smirke, 1819), a statue of *Sir G. Cornewall Lewis* (d. 1863; by Marochetti), and *St. Peter's Church* (Pl. C 4, 5; 15th cent. choir-stalls).

Near the beginning of Widemarsh St. (Pl. B 4), which runs N. from High Town, is the *Raven Inn* (on the right; formerly the 'Angel'), where *David Garrick* (1717–79) was born. About ¼ m. farther on stands *Coningsby Hospital* (Pl. A 4), or *Black Cross Hospital*, an almshouse for old soldiers and servants, erected in 1614 on the site of a commandery of the Knights Hospitallers (Norman arch still in situ). The inmates (occasionally at least) wear a red uniform: the visitor is shown round by the 'Corporal' (gratuity). In the garden are a Preaching Cross and other relics of a monastery of Black Friars (1276).

The most popular excursion from Hereford is the descent of the *Wye* by boat, which is sometimes begun here instead of at Ross (comp. p. 184). Walkers or cyclists will find their account also in ascending the bank of the Wye to Hay or Rhayader. — Among points of interest in the more immediate vicinity are *Kenchester* (p. 187; 5 m. W.), the site of *Castra Magna*, the Roman settlement nearest Hereford, *Holme Lacy* (see below; 4 m. S.E.), and *Dinedor Hill* (3 m. S.), with a British camp and a view. Longer trips may be made to the late Norman *Church at *Kilpeck* (p. 174; 8 m. S.W.), to *Abbey Dore* viâ Pontrilas (p. 174; 14¾ m. S.W.), to *Leominster* (p. 162), or to *Malvern* or *Tewkesbury*, see the *Blue Guide to England*.

From Hereford to *Abergavenny* and *Newport*, see Rte. 36; to *Brecon* and *Swansea*, see Rte. 39; to *Shrewsbury*, see Rte. 34; to *Worcester* and *Gloucester*, see the *Blue Guide to England*.

Between Hereford and Ross the train passes several country seats and crosses the Wye four times. 4 m. *Holme Lacy*. The fine gardens of *Holme Lacy House*, a large red mansion on the left, are occasionally open to the public. — 7¾ m. *Fawley*.

12 m. **Ross** (*Royal*, outside the town; *Swan*, R. & B. 7/; *King's Head*), an attractive little town with 4665 inhab., stands on a hill rising from the left bank of the *Wye*. Its most prominent building is the Dec. and Perp. *Church*, from which and the adjoining Prospect Walk the valley is seen to special advantage. Before the altar is the grave of John

Kyrle (d. 1724), the 'Man of Ross' celebrated by Pope in his 'Third Moral Essay.' His house (now a shop) in the market-place is marked by a bust; behind is his summer-house (shown on request). The adjacent *Market House*, raised on open arches, dates from 1670.

From Ross to *Chepstow* by river, see below; to *Hereford* or *Monmouth* by omnibus, see pp. 180, 185.

Beyond Ross our railway, which affords good but fleeting glimpses of the valley's beauty, diverges to the right from the line to Gloucester (see the *Blue Guide to England*) and crosses the Wye twice beyond (16¼ m.) *Kerne Bridge* for Goodrich (p. 185). — 17½ m. *Lydbrook Junction*, where a line branches off (l.) for (7 m.) *Cinderford* in the Forest of Dean. We traverse a short tunnel to avoid a bend of the river. — 19¾ m. *Symond's Yat* (p. 185). — Hence the railway follows the river closely nearly all the way to (24½ m.) **Monmouth** (*May Hill*), the nearest station to the town (p. 185). At (25¼ m.) *Monmouth* (*Troy*), S. of the town, passengers for Chepstow change carriages, as most of the trains go on to Raglan (p. 173) and Pontypool Road (p. 172).

We continue to follow the course of the river. 27½ m. *Redbrook* (p. 186). We cross the Wye. — 31¼ m. *St. Briavels and Llandogo* (p. 186). — 34½ m. **Tintern** (p. 186), beyond which we cross the river and obtain a view of the abbey on the right. Leaving the Wye we traverse a tunnel and join the line from Gloucester beyond (38¼ m.) *Tidenham*. We cross the Wye for the last time by a suspension bridge and reach (40 m.) **Chepstow** (p. 186).

The Wye from Ross to Chepstow.

Ross is the usual starting-point for a visit to the Lower Wye; but the boating trip is sometimes begun at Hereford (p. 180), with night halts at Ross and Monmouth (from Hereford to Tintern c. 35/, from Ross 30/, with one boatman). Those who include Raglan (p. 173) should arrange to spend the night there.

Ross, see p. 183. The ***Lower Wye,** passing some of the loveliest river-scenery in England ("a succession of nameless beauties"), flows S. to Chepstow, joining the Severn estuary just below the town after a devious course of c. 40 m. (direct distance little more than half). Besides its natural beauties, the trip includes the historic interest of Monmouth (with Raglan Castle within easy reach) and the romantic appeal of Tintern Abbey.

Hurried travellers may go from Ross to *Chepstow* by the railway (27 m., in 1¼–2¼ hrs.; comp. above). A good plan is to go by boat to (20 m.) Monmouth (c. 15/) or to (31 m.) Tintern (c. 30/) and walk or drive viâ the Wyndcliff (p. 186) to Chepstow (16 m. or 5½ m.), especially as the tidal part of the river (extending to St. Briavels) is not attractive at low water. But various good compromises of this character are possible, and the exact proportions of river, rail, and road must be determined by individual taste and weather conditions. The points that should not be missed are Symond's Yat, Tintern, and the Wyndcliff. — The following description refers to the boat-trip, but will be practically as useful to the traveller by road or railway.

Just below Ross the river is comparatively tame, the only object of interest being *Wilton Castle* (r.), a ruin of the 12–16th cent., with a modern house annexed, now owned by Guy's Hospital in London. We pass under *Wilton Bridge*. 5 m. (by the river ; r.) *Goodrich Court*, in an Edwardian style, and *Goodrich Castle*, a finely situated Norman ruin (open 11–6, except Sun., adm. 6*d*.). This was the scene of Wordsworth's 'We are Seven' (1793). Below (6 m.) *Kerne Bridge* (rail. stat., p. 184) the river makes a long loop, and the scenery becomes more diversified. The right bank now belongs to *Herefordshire* and then (beyond Wyaston Leys) to *Monmouthshire* (p. 166), the left bank to *Gloucestershire* (Forest of Dean). At (9½ m.) *Lydbrook* (rail. stat., p. 184) we pass under another bridge. At (11 m.) the **Coldwell Rocks* (l.) the river makes another wide bend to the N. (c. 4 m.), returning to within about 650 yds. of the beginning of the loop. The tourist should leave his boatman to take his craft round the bend while he ascends ***Symond's Yat** (740 ft.), rising between the two reaches of the river and commanding a wonderful view. *Symond's Yat Station* (p. 184 ; Royal Hotel ; Prospect House) lies on the water's edge, at the foot of the lofty and precipitous rocks which here wall in the Wye. The river now sweeps round the *Great Doward*, crowned with an old encampment. Farther on are the *Little Doward* (r. ; tower), the beautiful woods of *Lady Park* (l.), and *Wyaston Leys* (r. ; 3 m. from the Yat). The valley expands.

20 m. (by river ; only 11 m. by road) **Monmouth** (railway stations, see p. 184 ; *Beaufort Arms ; King's Head ; Old Angel*), a county town with 5207 inhab., is finely situated on the W. bank of the Wye, at the point where it is joined by the *Monnow*. In the ruined *Castle*, built by John of Gaunt (14th cent.), was born Henry V (1387–1422), hence called 'Harry of Monmouth.' The 13th cent. *Gateway* on the old Monnow bridge is a unique example in England of a fortified gateway actually standing on a bridge. Just above the bridge is the small Norman *Church of St. Thomas Becket*. *St. Mary's Church* (modern) has a very graceful old spire (Dec.). Geoffrey of Monmouth (d. 1154) was born here, but the building known as his 'Study' is of later date. In Agincourt Sq., opposite the *Shire Hall*, is a bronze statue (by Goscombe John) of the Hon. C. S. Rolls, the aviator, accidentally killed in 1910. 'Monmouth caps' (Henry V, iv. 7) were worn by soldiers.

Just across the river from Monmouth is *Kymin Hill*, the *View from which repays the hour or so it takes to climb. Another fine *View is obtained from the *Buckstone*, a rocking stone, 1¼ m. S.E. of Kymin Hill (once overset by tourists and afterwards replaced). Motor omnibuses ply from Monmouth to *Ross*, *Raglan*, *Hereford*, *Chepstow*, etc., at irregular hours.

From Monmouth to *Raglan Castle*, *Usk*, and *Pontypool Road*, see pp. 172, 173.

Below Monmouth the stream curves to the left and the valley contracts. We pass under the railway. 21¾ m. (r.)

Penallt, with *Troy House* (now a nunnery; fine oak-panelled room) behind it. 22½ m. *Redbrook* (l.; rail. stat., p. 184), with tin-plate works. 26½ m. *St. Briavels Station* (r.; p. 184), 2 m. from the village which has a restored castle (chiefly 13th cent.) and a part-Norman church. 27½ m. *Llandogo* (r.); 29½ m. *Brockweir* (l.). Just below this (r.) are *Tintern Parva* and *Tintern Station* (p. 184), and then, beyond a loop, we reach (31 m.) *Tintern Abbey* (on the same side).

***Tintern Abbey** (open from 9 to 5 or 8; adm. 6*d.*), on a narrow strip of level river-margin, encircled by thickly-wooded hills, is the most romantic Cistercian ruin in England. The abbey was founded in 1131, but its roofless church, still retaining its clerestory and much of its tracery, was not completed till 1287. It is in the Transition style from E.E. to Dec. and is notable for its beauty of composition and delicacy of execution. The domestic buildings (13th cent.) are relatively unimportant. – Immediately to the N.W. is the village of *Tintern* (Beaufort Arms, pens. 12/6; George; Rose & Crown).

Between Tintern and Chepstow the Wye makes so many loops and bends as to double the direct distance of 4 m. At full tide this is, perhaps, the finest bit of scenery on the river, but at low water much of its charm disappears. On the left is *Tidenham Chase*, with the *Devil's Pulpit* and *Plumber's Cliff*. On the right rises the ***Wyndcliff** (970 ft.), the summit of which affords one of the most remarkable and beautiful views in England ("the grouping of the landscape is perfect"). The Severn is visible to the S. We next round the peninsula of *Llancaut*, beyond which (r.) are the rocky buttresses known as the *Twelve Apostles* and the *Piercefield Woods* (see below). Another gentle bend brings Chepstow Castle into view, and soon afterwards we reach *Chepstow* itself (see below), 7 m. from Tintern and c. 38 m. from Ross. The Wye flows into the *Severn Estuary*, 2 m. below the town.

The walk from Tintern to (5½ m.) Chepstow is certainly preferable to the river at low water, and in any case the top of the Wyndcliff should be visited now or later. From Tintern Abbey we follow the road leading S.E. and S. to (2½ m.) the *Moss Cottage*. Here we pay 6*d.* for admission to the winding path to the top of the Wyndcliff (see above). The best view is obtained from a platform on the edge of the cliff. In descending we take the path to the right, leading S. to the road, which it reaches ½ m. W. of Moss Cottage. Another ½ m. brings us to the village of *St. Arvan's*, 2 m. from Chepstow by road. On Wed., however, we have the alternative of walking through the beautiful grounds of *Piercefield Park*, leaving the road before reaching St. Arvan's.

Chepstow (*Beaufort Arms; George*), a town with 5144 inhab., on the W. bank of the Wye, is a station on the G.W.R. (comp. pp. 184, 187) and a good centre for excursions. **Chepstow Castle* (open daily, incl. Sun., 9–8; 6*d.*) is of great extent and in tolerable preservation, highly picturesque in form, and strikingly situated on a steep platform of rock, washed by the Wye. It is mainly of Edwardian date (14th cent.), but between the second and the third of its four courts is, though much altered, the original Norman keep (late 11th cent.). Henry Marten (1602–80), the regicide, was confined for 20 years in the fine drum-tower, and Jeremy Taylor (p. 155) also was imprisoned here in 1655. The church of *St. Mary*, near the bridge, has undergone an unusual number of altera-

WYE VALLEY
0 1 2 Miles
0 1 2 3 Kilometres
ROSS
Wilton
Ashfield
Cubberley
Walford
Peterstow
Ross Cross
Hom Green
Pencraig
Bridge Sollers
Hoarwithy
Marstow
Whitchurch
Ruardean
Lydbrook
Welsh Bicknor
Tintern Parva
Tintern Abbey
Chepstow
Chepstow Br.
Chepstow Sta.
Tidenham
Sedbury
Sedbury Park
Suspension Br.
Bridoes Co.
Offas Dyke
Buttington
Hardwicke Co.
Pwll-Myric
Lancaut
Wyndcliff
Woodcroft
Tidenham Chase
Chepstow Park
Penallt
Mitchel Troy
Monmouth
Wonastow
Dixton
Staunton
Redbrook
Llandogo
St. Briavels
Mork
Bigsweir Br.
Bigsweir Ho.
Hudnalls
Tidenham Chase
Chepstow Sta.
Sedbury Park
Sedbury
Tidenham
Lancaut
Tintern Parva
Tintern Abbey
Chepstow
Chepstow Br.
Sedbury
Sedbury Park

tions but retains a considerable portion of Norman architecture (nave, W. door, etc.). The *Town Walls*, with the W. gate, may still be traced throughout most of their course. — At Chepstow, Beachley, and Portbury large national shipyards were begun in 1916 for the production of standardized ships. The Wye from this point to its mouth is lined with slipways.

The most popular short excursion from Chepstow is that to (3 m.) the *Wyndcliff* and (5½ m.) *Tintern Abbey* (see p. 186; coach in summer, return-fare 2/6, carr. 10/6–12/6; boat practicable if tide suits). — *Raglan Castle* (p. 173) may be reached either viâ Monmouth (p. 185) or by direct road (12 m.). — *Caldicot Castle*, 5½ m. S.W. (1½ m. from Portskewett station, see below) is a good specimen of military architecture (round keep of 13th cent., etc.), remarkable for the perfection of its masonry. About 1½ m. N. is *Caerwent* (Ship), the *Venta Silurum* of the Romans, an advanced post of considerable importance, parts of the walls, bastions, and other works of which have been brought to light. There is a small museum (6*d.*) and others of the antiquities found here are preserved at Caerleon (p. 172) and Newport (p. 166). — Motor omnibus service to *Caerwent* and *Newport*, see p. 166; to *Monmouth*, see p. 185.

Chepstow is connected by a line passing (4½ m.) *Portskewett*, with (7¼ m.) *Severn Tunnel Junction* (p. 166) on the main railway from London to S. Wales.

39. FROM HEREFORD TO BRECON AND SWANSEA

79¼ m. MIDLAND, CAMBRIAN and NEATH & BRECON RAILWAYS in 4 hrs. (20/, 11½, 11/, 3½); to *Three Cocks Junction*, 26¾ m., in 1 hr. (6/, 3/, 11½); to *Brecon*, 38¼ m., in 1¾ hr. (8/, 9/, 5/). This route traverses some of the best scenery in S. Wales, and connects at Three Cocks Junction with the Cambrian line through the upper Wye Valley (p. 161).

ROAD, 78 m. We leave Hereford by Whitecross St. — 13 m. *Willersley*. — 16 m. *Whitney* (see below). — 20 m. **Hay** (see below). — 24½ m. *Three Cocks* (p. 190). — 27 m. *Bronllys* (p. 190). — 35 m. **Brecon** (p. 194). — Thence to (78 m.) **Swansea**, comp. p. 156.

Hereford, see p. 180. — 5 m. *Credenhill* has an interesting 13–14th cent. church. On the hill to the right is an ancient British camp, and *Kenchester*, 1¼ m. W., occupies the site of the large Roman station of *Castra Magna*. Just short of (9¼ m.) *Moorhampton* the line crosses *Offa's Dyke* (p. 45). About 3 m. S.S.W. is *Monnington-on-Wye*, where, according to tradition, Owen Glendower died and was buried in 1415. — 14¼ m. *Eardisley* is the junction for a branch line to Titley and Kington (8¾ m.; p. 163). — Beyond (17½ m.) *Whitney* we cross the *Wye*, and ascend its charming valley. On the left, 1½ m. farther on, are the scanty remains of *Clifford Castle*, the reputed birth-place of the 'Fair Rosamond' (d. c. 1176), daughter of Walter de Clifford. This consists of an early Norman motte-and-bailey castle, with a curious small subsidiary bailey S.W. of the mound, built by William FitzOsborne, Earl of Hereford, and the ruins of the hall and mural tower of a later Edwardian stone castle. In Clifford church is the wooden recumbent figure of a mass priest.

21¼ m. **Hay** (*Crown*, R. 5/, D. 3/6; *Swan*; *Wye*), a picturesque and pleasant little market-town (1533 inhab.), once

walled, lies in beautiful country at the N.E. angle of the Black Mountains. It is often called 'The Hay,' and derives its name from the Norman-French 'haie' (hedge or enclosure). The station is in England, but the town, on the other side of a small brook, is in Wales. The church, at the W. end of the town, has a quasi-fortified tower and contains a mutilated effigy of a lady. Near it is an early Norman motte-and-bailey, first mentioned in the reign of Henry I. The 12th cent. *Castle* (no adm.), in the centre of the town, "the which," remarks Leland, "hath been some time right stately," is now represented by a plain gateway, with a kind of small keep to the W. of it, though this has been altered in Tudor times. Built on to these remains is a beautiful Jacobean house, with a good staircase. Hay is a good starting-point for the exploration of the Upper Wye and for many delightful walks across the Black Mountains.

At *Clyro*, c. 1½ m. N.W., is a fine motte-and-bailey castle. Thence the road may be pleasantly pursued up the N. bank of the Wye, past (2 m.) *Llowes* (p. 190), to (6 m.) *Boughrood* (p. 160). — *Mouse Castle*, 1 m. E. of Hay, though only 50 yds. in diameter, is by virtue of its commanding situation the strongest prehistoric camp in Herefordshire.

From Hay to *Pontrilas*, see p. 174.

The Black Mountains.

The **Black Mountains** of Breconshire (2660 ft.), separated from the mass of the Brecon Beacons by the deep valley of the Usk, form the E. section of the great scarp of Old Red Sandstone that overlooks the lower hills of Central Wales. Their general inclination is S.E., hence the steepest face is on the N.W. side commanding the singularly tortuous course of the Wye valley. The dip-slope is deeply scored by valleys, with streams flowing S.E., viz., from W. to E., the Rhiangoll, Grwyne Fechan, Grwyne Fawr, Honddu, and Olchon. The main (N.W.) ridge of the escarpment gradually decreases in height from S.W. (*Rhiw Cwmstab*, 2267 ft.) to N.E., but the highest summits lie on the narrow transverse ridges separating the valleys named above. These ridges extend in roughly parallel formation from the isolated mass of *Mynydd Troed* (1990 ft.), W. of the Rhiangoll, to *Vagar Hill* (1367 ft.) which overlooks the Dore valley; and the intervening ridges of Penalltmawr (2358 ft.), Gader (2660 ft.), Fwddog (2100 ft.), Black Mountain (2306 ft.), and Crib-y-Garth (2102 ft.) afford some of the finest moorland walks in the country.

Ascents. The best centre for exploring the Black Mountains generally is Hay, but Talgarth (p. 191) and Three Cocks (p. 190) are nearer to the highest summits, while Crickhowel (p. 178) and Abergavenny (p. 175) are more convenient for the lower southern hills. The three following routes from Hay cover the greater part of the chief mountain-mass and enable the pedestrian to explore its most picturesque ridges and valleys.

VIÂ HAY BLUFF TO PANDY, c. 16 m. From the S.W. end of the town we follow the Craswall lane to (2½ m.) *New Forest Farm*, shortly beyond which a path must be taken to the right through a fir plantation. When this becomes confused the best direction is to follow up the bottom of the dingle (keeping to the left when it forks) to the open moor, when a climb of c. 20 min. brings us to the summit of *Hay Bluff* (2219 ft.: fine view). From the top we bear S.E., being careful when the mountain mass divides to follow the shoulder to the left and avoiding the well-marked track descending on the right into the head of the *Olchon* valley. Our way is over peat-hag and stunted heather for c. 1¼ hr. to the summit of *Black Hill* (2102 ft.), beyond which the shoulder tapers rapidly to a narrow ridge (Crib-y-Garth) along which we drop very gradually (fine views) for about another mile. Continuing in the same direction, we pass *Llanveynoe* church and reach (c. 12 m.) the village of *Longtown*, with the ruins of a circular keep, placed, very unusually, on the summit of a mound. Thence we descend the valley of the Monnow to (c. 16 m.) *Pandy Station* (see p. 174). — Those who wish to return from Crib-y-Garth to Hay by another route (c. 9½ m.) find their way from the foot of the ridge N.E. into the lane that ascends the W. bank of the Monnow to *Craswall* (Bull's Head), where we cross the river. About 1¼ m. N. are some remains of a Benedictine priory founded by Roger de Lacy in 1222. From Craswall the route goes on N.W. to (6 m.) Hay, but as it is for some distance merely an unfenced track across high pastures (1000 ft.) it should not be attempted without plenty of daylight.

VIÂ CAPEL-Y-FFIN TO LLANTHONY PRIORY, 11 m. The Craswall lane is followed as in the last route to (c. 1 m.) the cart-road through a gate on the right passing the farms of *Dan-y-Fforest* and *Cadwgan*, in broken and wooded country. Once on the open moor the track is plain, and ascends gradually along the hillside. The bold summit of Hay Bluff (see above) is on the left, and there are fine views of the Wye valley on the right as we proceed to (c. 5 m.) the pass of *Bwlch-yr-Efengyl* (1809 ft.). On the right rises *Lord Hereford's Knob* (see below). From the pass it is a pleasant descent down a narrow mountain valley to (7½ m.) the tiny hamlet of *Capel-y-Ffin* (p. 177). Thence to (11 m.) *Llanthony Priory*, see p. 177.

TO WAUN FACH AND PEN-Y-GADER FAWR, 11 m. The previous route is followed as far as (c. 5 m.) *Bwlch-yr-Efengyl*, where we diverge to the right and ascend *Lord Hereford's Knob* (2263 ft.) by a stiff scramble of 20–25 minutes. The view from the summit is said to extend on a clear day as far as Cader Idris, 60 m. distant. Descending the farther slope we reach (6 m.) the depression of *Rhiw Wen*, whence a route descends to the r. to (c. 5 m.) *Three Cocks* (p. 190). Our path continues to follow the crest of the main ridge as far as

(8 m.) *Rhiw Cwmstab*, at the head of the Grwyne Fawr (p. 188) whence the lofty Gader Ridge leads away to the S.E. From (9 m.) the first summit of this ridge (*Pen-y-Manllwyd*, 2486 ft.) a descent leads W. to Talgarth (p. 191) viâ the shoulder of Y Grib. We, however, follow the ridge S.E. to (10 m.) WAUN FACH (2660 ft.), the highest summit of the Black Mountains and (11 m.) the square summit of PEN-Y-GADER FAWR (2624 ft.). Thence we may descend S. to (2½ m.) *Hermitage Bridge*, and down the glen of the Grwyne Fechan (p. 188) to (4 m.) *Blaenau* (inn) and (6 m.) *Llanbedr*, and thence to (8 m.) *Crickhowel* (p. 178). An alternative route for the descent is to retrace our steps to Pen-y-Manllwyd, and descend to the W. to (6 m.) *Talgarth* (comp. p. 191).

Beyond Hay the railway continues to ascend the pleasant vale of Wye. — 25¼ m. *Glasbury-on-Wye* (Maesllwch Arms). In the churchyard of *Llowes*, c. 2½ m. N.E., is a striking Celtic cross-slab of the Manx type. On the left of the road between Glasbury and Llowes is the modern *Maesllwch Castle*, and on the hill behind the park is the curious old Nonconformist chapel of *Maesyronnen*, one of the oldest in Wales, which has retained untouched its 17th cent. fittings and general aspect. — 26¾ m. **Three Cocks Junction** (*Rfmts.*; *Three Cocks Hotel*, comfortable, a famous coaching inn ½ m. N.E. on the road to Hay). Here we join the Cambrian Railways' line from Moat Lane (see Rte. 33). The hotel is a good starting-point for walks over the Black Mountains (p. 188) to Abergavenny (p. 175), Crickhowel (p. 178), and Hay (p. 187).

At *Felindre*, c. 1½ m. S.E. of the hotel, is *Gwernyfed Old Hall*, a beautiful Tudor house, now partly occupied as a farm-house. The outer face of the S. porch incorporates a good late 12th cent. doorway, whilst the inner face has a fine nail-studded door, with a wicket. In front the approach is guarded by two round towers with conical caps.

Lord Hereford's Knob (p. 189) may be climbed from Three Cocks in c. 2 hrs. by way of the *Rhiw Wen* depression on its W. flank (comp. p. 189).

FROM THREE COCKS TO BRECON, 11 m. by road. This route avoids the detour viâ Tal-y-Llyn made by the railway. Soon after we quit the hotel the Brecon Beacons come finely into view in front; on the left are *Rhiw Cwmstab* (p. 188) and the partially detached *Mynydd Troed* (p. 188), the N.W. buttresses of the Black Mountains. — 2½ m. *Bronllys*. The church, rebuilt in 1887, retains a font of the early 13th or late 12th cent., the remains of a 15th cent. double rood-screen, a rood staircase, and a detached 14th cent. belfry. The castle, c. ½ m. S.E., on the road to Talgarth (see p. 191) consists of a single circular tower (late 12th or early 13th cent., with subsequent alterations), with a vaulted basement, on what seems to be an early Norman motte. The long low buildings of the Sanatorium for Consumptives, farther on, were erected as the Welsh Boer War Memorial. Farther on (4 m.) we reach a cross-roads affording opportunity for digressions (see p. 191). The Brecon road, however, continues to ascend straight on, and then descends (fine view of the Beacons) viâ (7 m.) the *Felin Fach Inn* to (11 m.) *Brecon* (see Rte. 40). At Felin Fach Inn a slightly shorter but hillier road to Brecon diverges on the right, passing the villages of (½ m.) *Talachddu* and (2¾ m.) *Llanddew*, where there are some slight remains of a former palace of the Bishops of St. David's. Of the house of the archdeacons of Brecon, once occupied by Giraldus Cambrensis, there are, however, now no traces. The

church (12th or 13th cent.) exhibits the curious external batter (probably copied from military architecture) that is typical of churches in this neighbourhood. The transepts are entered from the crossing by arches of unusually small dimensions, and there are very narrow 'squints' in either transept. The rude font, the pillar piscina (12th cent.) now in the N. transept, and the trefoil-headed priests' doorway may be noted.

The turning on the left at the above-mentioned cross roads leads to (¾ m.) *Llanfillo*, where the admirably restored little church has a fine 15th cent. *Rood loft with its original plaster tympanum, and a rude, perhaps pre-Norman font. The turning on the right leads to (1¾ m.) *Llandefalle*, with another interesting and typical church (chiefly 15th cent.). The 15th cent. screen has lost its loft, but a window on the N. of the nave retains its external shutters—a rare and curious survival. The main Brecon road may be regained in 2 m. from Llandefalle at a point c. 5 m. from Brecon, by a road across the hill.

29 m. **Talgarth** (*Tower*, R. & B. 8/6, D. 4/6; *Ashburnham Arms*), an untidy town (1761 inhab.) at the N.W. corner of the Black Mountains. The church, larger and more imposing than most of those in Breconshire, has a bold but plain W. tower (14th cent.) of strongly defensive character. In the S. aisle is a rich sepulchral slab (14th cent.). Here is buried the Rev. Howel Harris (see p. 97), who founded in 1752 at *Trefecca House*, 1½ m. S.W., an institution for Calvinistic dissenters, administered on a communal system similar to that of the Moravians. Near the bridge in the middle of the town is a fortified 13th cent. tower, like a Northumbrian 'bastle-house.'

About 2¾ m. E., in a lovely and secluded situation at the foot of *Y Das*, is the half-abandoned but remarkably interesting little church of **Llanelieu.** The wooden-framed S. doorway retains its original door and iron-work, and on the outside of the porch are two very early incised stones. In the interior is a remarkable double *Rood Screen, consisting of two separate screens (comp. Bronllys, p. 190) and retaining part of the skeleton floor of its loft. At the back is the original boarded and painted tympanum, rising above the tie-beam of the roof. Cut on the front of the tie-beam is the socket for the Rood. The tympanum is pierced by a number of little openings, presumably intended to serve as 'squints' for the occupants of the gallery. — To the left of the Hay road, c. 1 m. N.E., is the 15th cent. gate-house of the old mansion of *Porthamel*.

From Talgarth to Crickhowel, 12 m. by road across the Black Mountains. We ascend to (3 m.) the summit of the pass of *Pen-y-Genffordd* (1060 ft). between Mynydd Troed (p. 188), on the right, and Castell Dinas (p. 192), on the left. Thence we descend the fine valley of the Rhiangoll to (7 m.) the small village of *Cwmdu*, the church of which has a good late 14th cent. tower of the type of that at Talgarth; a sanctuary arch (though none to the chancel); a very curious little porch towards the E. of the S. aisle; and an early inscribed stone (S. exterior). — We descend to (9 m.) *Tretower*, a mountain village surrounded by apple-orchards of Devonian richness. The ruined *Tretower Castle* presents the only known example of a circular 'juliet' (late 12th or early 13th cent.) raised within the enclosure of an earlier Norman rectangular keep (which was either gutted or never completed). Among local castles this juliet most resembles Bronllys (p. 190) in character and date. The castle, at the bottom of the glen of the Rhiangoll, was intended, like Dinas at its head, to guard the pass against the incursions of the unconquered Welsh of the Radnorshire highlands, but little is known of its history except that it was nearly destroyed by Owen Glendower in 1403. Close to the road (right), beyond the castle, and entered from the lane by a gate-house of almost monastic character, is the picturesque 14th cent. mansion (now a farm) of the Vaughans. The gate-house is connected with the mansion by a curious wooden gallery. About 1½ m. beyond Tretower we join the road from Brecon to Abergavenny (p. 177), which is followed down the Usk to the left to (12 m.) *Crickhowel* (p. 178). — An alternative route (14 m.; better for motorists) runs viâ (4½ m.) *Llangorse* (p. 192) to join the road from Brecon to Abergavenny at (8¾ m.) *Bwlch* (p. 178).

Talgarth is the nearest base from which to make the ascent of *Waun Fach* and *Pen-y-Gader Fawr*, the highest summits in the Black Mountains (p. 188). The Crickhowel road (see p. 191) is followed as far as (3 m.) *Pen-y-Genffordd*, whence we climb to the left to the insignificant remains of the loftily-placed *Castell Dinas*. Hence the route to the main escarpment is up the knotted shoulder of *Y Grib*, a little to the right of which is (6 m.) the top of *Pen-y-Manllwyd*, where we join the route from Hay (p. 190).

The railway goes on S.S.W. with the conical Mynydd Troed (p. 188) conspicuous on the left. — 31½ m. *Tref-Einon* is the station for *Llangorse*, 2 m. S. The church of Llangorse (14–15th cent.) has a tower like that at Talgarth, though on a smaller scale; good cradle roofs; an early inscribed stone; and a curious 18th cent. organ case.

Llangorse Lake, or *Llyn Safaddan* (502 ft.; c. 5 m. in circumference), ½ m. S. of Llangorse village, the largest natural sheet of water in Wales, next to Bala Lake, is a shallow reedy mere amid beautiful surroundings. The hills of *Mynydd Llangorse* (1661 ft.) and *Allt-yn-Esgair* (1287 ft.) guard it on the E. and S., while the other sides are open. The lake drains into the Wye by the river Llyfni or Lleveny. Pike and perch abound, and there is good wild fowl shooting in winter. It is still frequented by the bittern and the great crested grebe. A tradition of a submerged city attaches to this lake, and is so far justified by the fact that an island towards the N. side is the only spot in Wales where undoubted traces of pre-historic lake-dwellings have been found. Another legend has it that on the coming of the rightful prince of the land the birds about the lake will recognise him by singing (comp. also p. 198). The best general view is obtained from the road between Llangorse and Cathedine, above the E. side of the lake. Another good view is that from *Llangasty-Tal-y-Llyn* on the water's edge, best reached from Tal-y-Llyn (2½ m.; see below).

Llangorse Lake is seen on the left, about a mile away, and a little farther on the beautiful Brecon Beacons become visible in front.

34¼ m. **Tal-y-Llyn Junction** (*Rfmts.*) is a station for the lake (footpath) and for *Llanfihangel Tal-y-Llyn*, 1 m. N., the church of which has a quasi-fortified tower and a good early Norman font. Both here and at *Llan-y-Wern*, a little to the N.W., are 17th cent. survivals of the floreated cross motif (p. 196). The rush-grown churchyard of Llan-y-Wern retains the oval shape that is sometimes thought to indicate foundation in the time of the early British church.

From Tal-y-Llyn to Merthyr Tydfil, 20 m., Brecon & Merthyr railway in 1–1½ hrs. (6/, 4/6½, 2/11½). The line runs S. through beautiful country towards the *Usk*, which it crosses just short of (2¾ m.) *Tal-y-Bont-on-Usk* (Usk Hotel), a station c. ½ m. S.W. of *Llansaintfraed*, in the churchyard of which is the almost effaced tombstone of Henry Vaughan (1622–95), the 'Silurist.' The poet is commemorated also by a tablet in the church ("Servus inutilis peccator maximus hic jacco"). — We now ascend the striking *Glyn Collwn* (p. 197; best views on the right), rising more than 1000 ft. in the next 7½ m.—one of the heaviest 'banks' on any railway in the country. As we approach the head of the valley we obtain a fine retrospective view of its whole length. — 10 m. **Torpantau** (no inn), in a bleak situation (1446 ft.), is a favourite starting-point for an ascent of the Brecon Beacons (see p. 198). The old Merthyr-Brecon road, ¾ m. S.S.W., leads N. to Brecon (8¾ m.) over the pass between Y Gribin and Craig Cwm Oergwm (p. 198). — The railway is now in the basin of the Tâf Fechan and descends to (11½ m.) *Dolygaer*, near which is a reservoir for the supply of Merthyr Tydfil. From (13¼ m.) *Pontsticill Junction* the line to Newport (29½ m.; p. 166) proceeds straight on, while the Merthyr line turns to the S.W., still in the glen of the Tâf Fechan. — 15¾ m. *Pontsarn*. About ½ m. E., on top of a limestone crag (view), are the ruins of *Morlais Castle* (late 13th cent.), which consist of an oval enclosure, with a circular tower at both its N. and S. ends. The N.

tower (perhaps the keep) has a graceful vaulted basement. — 20 m. *Merthyr Tydfil*, see p. 209.

Beyond Tal-y-Llyn we traverse a short tunnel, on emerging from which we enjoy (left) a sudden and magnificent *View of the valley of the Usk, with the Brecon Beacons in the background. The conspicuous building on the right as we near Brecon is the Congregational Memorial College, erected in honour of the non-conforming clergy of 1662.

38½ m. **Brecon,** see Rte. 40.

As we quit the town we have another fine view of the Usk valley. To the right rises Pen-y-Crug (p. 197). — 41 m. *Cradoc,* is the station for the small village of *Battle,* with the grave of Dr. Thomas Coke (p. 195). A little to the S. of Battle, near the railway, is a menhir, 10–12 ft. high.

About 1¼ m. S. of Cradoc, on the other side of the railway, was the Roman station of *Bannium,* now *Caer Bannau* or simply *Y Gaer,* on a site guarded on the S. by the Usk, on the W. by the Yscir, and on the other sides by a ditch. Permission to inspect it should be obtained at the neighbouring farm. The camp is attributed to Ostorius Scapula (54 A.D.), the first of the three commanders who carried the Roman arms into the Welsh hill country, and much of its masonry was removed by Bernard of Newmarch (p. 194). The walls of the rectangular enclosure, with the usual rounded angles, may be traced, together with the sites of the N. and E. gates, while there are still some remains of the W. gate. The outer face of the N. wall is more or less perfect in one place to the height of about 10 ft. A little N.E. of the camp, on the old Roman road to Brecon, is the striking gravestone with the figures of a Roman soldier and his wife, now known as the *Maen-y-Morwynion,* or 'stone of the maidens.'

43 m. *Aberbran.* A steep road leads hence W. to (1½ m.) *Trallong,* commanding a superb view. In Trallong church is an Ogam stone. The railway now loses sight of the Brecon Beacons. 47 m. *Devynock & Senny Bridge,* at the junction of the Senni and the Usk. Just W. of *Senny Bridge* (inns) are some slight remains of *Castell Ddu,* the former hold of the constable of Devynock Forest or Fforest Fawr. *Devynock,* 1 m. S. of the station, has a church with a bold W. tower (15th cent.) of the local type, and a curious 12th cent. font. Built into the S.W. exterior angle of the tower is an early inscribed stone, and in the churchyard are four very old yews.

From Senny Bridge to Llandovery (12½ m.) by road. This continues the main road from Brecon, which has so far accompanied the railway, through a wild but interesting country, with fine views. 3½ m. *Trecastle,* with two old coaching inns and a long street of white-washed houses, is a decayed old-world 'borow and market town,' which even in Leland's time was 'much in ruine.' On the right is a small example of an early Norman motte-and-bailey castle. Trecastle is the starting-point for good mountain-walks to (8½ m.) *Llandovery* over Mynydd Trecastle, to (12½ m.) *Llangadock,* and to (7 m.) *Glyntawe.* At (4½ m.) *Llywel* the church has a good 15th cent. tower and interesting cradle-roofs. Within are a curious old font, a portion of an unusual 16th cent. rood-screen, and a wooden cupboard dated 1674. From (5½ m.) its summit level (727 ft.) the road rapidly descends the glen of the *Gwilderig,* passing from the valley of the Usk to that of the Towy and from Brecknockshire into Carmarthenshire. An obelisk by the roadside marks the site of a coach accident in 1835. — 12½ m. *Llandovery,* see p. 152.

Beyond Devynock the railway turns S. and ascends *Cwm Trewern.* — 50½ m. *Cray.* The line passes Cray Reservoir,

on the right, and beyond the *Bwlch Bryn Rhudd* (1212 ft.), the summit-level between *Fan Gihirych* (2381 ft.), on the left, and *Cefn Cul* (1844 ft.), on the right, enters the basin of the *Tawe*, the course of which it follows, more or less closely, all the way to Swansea. — 57 m. *Craig-y-Nos*, station for *Penwyllt*. In the valley to the right is seen *Craig-y-Nos Castle*, long the home of Mme. Adelina Patti (Baroness Rolf Cedarström ; 1843–1919), now a hospital for tuberculosis.

The station is a convenient point for the ascent of (5 m.) the *Carmarthen Van* (2632 ft. ; see p. 153). A footpath descends from the station to *Capel Cellwyn* (inn), whence our route leads roughly N.W., along the shoulder of *Fan Hir* and past *Bwlch-y-Giedd*, which is immediately above the large tarn of *Llyn-y-Fan Fawr*, to (5 m.) the summit.

At (60¼ m.) *Colbren* the line to Neath (p. 171) branches off to the left. In the ravine of the Llech, ½ m. N. of the station, is *Scwd Henrhyd*, a waterfall 100 ft. high. The Swansea line, running W. from Colbren and then S.W., passes (62¼ m.) *Abercrave* and (65 m.) *Ystradgynlais* and enters the great S. Wales coalfield, signs of industrial activity becoming more and more evident as we proceed. — 70½ m. *Pontardawe* has a bridge similar to that at Pontypridd (p. 209) and by the same architect. A short branch runs hence to *Brynamman* (10¼ m.), an iron-smelting centre. — 74 m. *Clydach-on-Tawe*, with the oldest nickel-refining works in the kingdom. — 79¼ m. **Swansea** (St. Thomas station), see Rte. 43.

40. BRECON

BRECON, less frequently *Brecknock*, and in Welsh *Aberhonddu*, the county-town of Breconshire (p. 151), is a market and garrison town (5649 inhab.), very beautifully situated on the Usk, near its junction with the Honddu and the Tarell. Its priory church is one of the most interesting buildings in the country, while its position, within easy reach of fine mountain scenery, and its railway facilities render it the most interesting and convenient inland centre in S. Wales.

Hotels. CASTLE, well-situated, with garden and fine views, R. or D. 6/ ; WELLINGTON, in the town, well spoken of, R. or D. 5/, pens. 14/ ; NEW LION, temperance ; GREEN DRAGON.

Post Office, Lion Street.

Motor Omnibus to *Crickhowel* and *Abergavenny*, see p. 177.

Fishing. On application at the hotels, or to Hughes, stationer.

History. The district of *Brycheiniog*, named from Brychan, son of Aulach, a Welsh chieftain of the 5th cent., was conquered in the reign of William Rufus by the Norman Bernard of Newmarch, who erected a castle on a virgin site here. Giraldus Cambrensis was Archdeacon of Brecon (c. 1172). Brecon Castle was besieged by Llewelyn before his decisive struggle with the English in the Honddu valley in 1282, and Owen Glendower made several raids in the neighbourhood. The little town that grew up around the fortress developed a considerable cloth-trade in the 15th century. The walls that once surrounded it were demolished, together with much of the castle, by the townspeople during the Civil War in order to demonstrate and preserve their neutrality. In Aug. 1645 Charles I stayed at Brecon Priory, and wrote there the famous letter to his son, bidding him " prepare for the worst." — Amongst natives of the town were Sir David

Gam (d. at Agincourt in 1415), who is supposed to have been the original of Shakespeare's 'Fluellen'; Dr. Hugh Price (1495–1574), the real founder of Jesus College, Oxford; Dr. Thomas Coke (1747–1814), founder of the American Methodist Episcopalian Church; and Mrs. Siddons (1755–1831), and her brother Charles Kemble (1775–1854), whose birth-house in High Street is marked by a tablet. Henry Vaughan, the 'Silurist' (p. 192), was a physician for some years in Brecon.

On quitting the railway station, we follow Camden Road to the left and a little farther on again turn to the left by Free St., which passes under the railway and ends opposite the classical *Shire Hall* (1842). The *Captain's Walk*, which leaves this building on the right and leads towards the Usk, passing some remains of the old town-wall, is said to have been a favourite lounge of French officers interned at Brecon during the Napoleonic wars. On the other (N.) side of the Shire Hall opens the *Bulwark*, with a bronze statue of Wellington by J. E. Thomas, a local sculptor, and the parish church of *St. Mary*, notable for its bold 15th cent. tower, and for its heavy nave arcade, which retains one fluted Norman capital on the N. side. Thence the High St. leads N.W. to Castle St., at the end of which we cross the Honddu to reach Brecon Castle, occupying a strong position in the angle between the Honddu and the Usk.

The chief remains of BRECON CASTLE are in the grounds of the Castle Hotel, but in the vicarage garden, on the opposite side of the road, are the motte and part of the bailey of the original fortress, the mound being still crowned by a relic of the shell-keep with its gatehouse tower. The substantial fragment in the hotel grounds dates from a reconstruction in the reign of Edward I, and consists of one side of the Great Hall and of the Ely Tower (view), traditionally the prison of Morton, Bishop of Ely (1483), who here plotted with the Duke of Buckinghamshire, his gaoler, against Richard III.

A little N. of the Castle and finely placed on the hill above the Honddu, in what is virtually a suburb ("without the waulle," says Leland), stands the ***Priory Church** of St. John the Baptist, which ranks next to the cathedrals of St. David's and Llandaff among the churches of Wales (adm. free, but a contribution of not less than 6*d.* to the restoration fund is expected). From the castle it is approached viâ the Postern, and from the centre of the town by the Struet, the oddly named prolongation of the High Street. On the way we pass (r.) part of the old precinct wall, and the monastic barn.

The priory was founded by Bernard of Newmarch about the close of the 11th cent. as a cell to the Benedictine monastery of Battle in Sussex, a connection of which there is an echo in the name of the village of Battle (p. 193), 3 m. off. Nothing remains of the original church except portions of the nave walls immediately W. of the crossing. The chancel and transepts were entirely rebuilt in the first half of the 13th cent., and during the 14th cent. the N. and S. aisles were added to the nave, the tower erected, and the E. chapels of the transept rebuilt on a larger scale. The church was restored in 1862-75 by Sir Gilbert Scott.

We enter the *Nave* by the N.W. porch, above which is an upper chamber. The extremely beautiful vista up the whole length of the church was at one time interrupted by a rood screen, reached by the still remaining staircases W. of the crossing. Above the screen was suspended a great rood (Crog Aberhonddu) of miraculous virtue, which gave the church its second title (the Holy Rood), and which is celebrated by Welsh bards of the 15th century. — At the W. end of the nave are a Norman font, a remarkable cresset-stone, the wooden effigy of a lady (c. 1555), and several sepulchral slabs, remarkable for their retention of the mediæval floreated cross as late as the 17th cent., a practice common in this neighbourhood, though rare elsewhere. Similar slabs occur elsewhere in the church. The *N. Aisle*, in which was the chapel of the Corvisors and Tailors, has a beautiful 14th cent. tomb-niche and recumbent effigy and a fine Curvilinear dormer window. From its E. end there is, curiously enough, no direct access to the N. transept. In the *S. Aisle* was the chapel of the Weavers and Tuckers; at its W. end is a mediæval cope chest. The *N. Transept*, known formerly as the Chapel of the Men of Battle (p. 193), has two old parclose screens in the 13th cent. arches on its E. side. The *S. Transept*, the Chapel of the Red-haired Men (*i.e.* the Normans), contains a charming little 13th cent. piscina and a monument by Flaxman. — The *Chancel*, the vaulting of which was first completed by Scott, contains the most beautiful work in the church, of very unusual character. The E. window, of five large lancets, completely fills the wall space while at the sides are graduated triplets, almost unique in manner. The full effect of those on the N., however, is impaired by the later (14th cent.) blocking of their lower parts. The exquisite 13th cent. sedilia and triple piscina (the latter perhaps unique), the trefoiled niches (concealed by modern hangings), N. and S. of the altar, that seem formerly to have opened on the outer air but perhaps afterwards served as aumbries, and the sepulchral slab on the N. floor of the sanctuary, with a curious carving of the Crucifixion, should be noticed. Rich doorways at the W. end of the choir open into the transept chapels on either side. In the *Vicar's* or *Harward Chapel* (N.), with an elaborate 14th cent. doorway to the sanctuary combined with a 'squint,' are the tomb of Sir David Williams (d. 1613), with recumbent effigies, and four old houselling benches (two now cut down for foot-stools) that formerly took the place of fixed altar rails at the celebration of Holy Communion.

On the steep bank of the Honddu above the church are the pleasant *Priory Groves*, a public park with woods of thin st: .ight beeches.

In the suburb of **Llanfaes,** to the S.W. of the town and reached by a picturesque old bridge of seven arches over the Usk, is *Christ's College,* one of the two schools in Wales conducted on the lines of an English public school (comp.

p. 153). Originally a Dominican friary, this was refounded by Henry VIII in 1542 as a collegiate church and school. The buildings are largely modern but incorporate the 13th cent. monastic church, the nave of which is in ruins, while the choir is now the school chapel. The beautiful simplicity of the E. window should be noted. The former refectory is the school dining-hall and another ancient chamber is now the library.

A magnificent *View of the town and of the Beacons is obtained from the hill of *Pen-y-Crug* (1088 ft.), 1½ m. N.W. by the Battle road, passing the Castle Hotel and the cemetery. About 5 min. beyond a farm on the right we diverge by a footpath on the right and ascend past Crug Farm to the top, on which is a British camp. — Another good and easily accessible view-point is *Slwch Tump* (810 ft.), a hill c. ½ m. to the E., reached in ¼ hr. from the railway station. A field path diverging to the N. from Camden Road immediately opposite the station leads us into Slwch Lane, which we follow to the right to (5 min.) a gate on the right. Thence we cross the field to the top, likewise marked by a British camp. — Another pleasant walk crosses the Usk bridge, and turns to the left into the Dinas road, and from the fork farther on follows the footpath (left) beside the river to *Lock Bridge*, which we cross in order to return by the road on the N. bank (c. 5 m.). Or we may proceed farther by road beyond the fork to (c. 3½ m. from Brecon) *Llanfrynach* and (2 m. farther) *Llanfigan*, with an interesting church (13th–15th cent.), and grave-slabs showing the floreated cross motive (p. 196). — The pretty but miniature *Ffrwdgrech Waterfalls*, 2¼ m. S.E. of Brecon, are reached by following the main street of Llanfaes to (½ m.) the fork beyond St. David's church, where we turn to the left. Beyond (1¼ m.) a bridge the middle one of three branching roads brings us in ¾ m. more to another bridge. One of the falls is below this, the other a little higher up the stream.

At *Newton*, 1 m. from Brecon by the Llandovery road (to the right at the fork beyond St. David's Church, see above), is a fine Tudor farmhouse. The 14th cent. church of *Llanspyddyd*, 1½ m. farther, has a remarkable contemporary barge board on the N. porch and a curious pulpit canopy. In the churchyard is the reputed gravestone of Brychan (p. 194) or of Aulach his father. — From Brecon a road runs N. to (16 m.) *Builth* (p. 159), ascending the valley of the Honddu for 8½ m., and thence crossing (1370 ft.) the moorland range of the Mynydd Epynt, without special interest. It passes (2½ m.) *Llandefaelog Fach*, which has a fine Celtic cross-slab on the S. side of the churchyard, of a type common in Man and Ireland but unusual in Wales, with the name and figure of Briomail, and knot-work in the angles.

The Roman camp of *Y Gaer* (p. 193), c. 3 m. W. of Brecon, is best reached by the old Roman road which closely follows the railway on its S. side. — The walk or drive down the valley of the Usk at least as far as (8½ m.) *Bwlch* (p. 178) should not be omitted (Abergavenny motor-service see p. 177). From *Bwlch* the return may be made to (5 m.) Tal-y-Llyn station (p. 192), by the N.E. side of *Allt-yn-Esgair* (p. 192) and the S. and W. sides of Llangorse Lake (p. 192).

From Brecon to *Crickhowel* and *Abergavenny* by motor omnibus, see p. 177; to *Merthyr Tydfil* by railway viâ Tal-y-Llyn, see p. 192, by road and cross country route, see p. 209; to *Pont Nedd Fechan* by road, see p. 212.

The **Brecon Beacons** (2907 ft.), the highest mountain massif in S. Wales, are a striking pair of sandstone peaks, facing steeply N. toward Central Wales and sloping S. into the great coalfield. The group is separated from the Black Mountains on the N.E. by the valley of the Usk, and less definitely from Fforest Fawr and Carmarthen on the W. by Glyn Tarell. Glyn Collwn, a deep trench with the characteristics of a Highland glen, skirts the Beacons on the S.E. and separates them from the coal-bearing ridges of Mynydd Llangynidr and Mynydd Llangattwg. The N. face of the Beacons, deeply

scarred by combes, has been compared with that of Cader Idris, but the escarpment, although imposing, is scarcely a field for the mountaineer. The two main summits, *Pen-y-Fan* (2907 ft.) and *Y-Fan-Corn-Ddu* (2863 ft.), are singularly well outlined, with a hollow between them named by Giraldus *Cadair Arthur* (King Arthur's Chair). The minor peak of *Gribin* (2608 ft.), to the E., likewise possesses a striking profile, especially as seen from Brecon. A legend assigns to *Llyn Cwm Llwch*, a little tarn N.W. of Corn-Ddu, a mysterious connection with Llyn Safaddan (p. 192): any attempt to tamper with the smaller lake will end in the flooding of Brecon town.

The *View from the Beacons and their subsidiary peaks includes, on the N., glimpses of the green Usk valley, with its background of moorland, far beyond which (60 m. N.N.W.) Cader Idris may sometimes be distinguished. To the N.E. and E. is the great massif of the Black Mountains, with Llyn Safaddan and the Sugarloaf (rarely, behind them, the Malvern Hills). The view to the S., relieved in the foreground by the two large reservoirs on the slopes of the mountain, extends across moorland to the deep and smoky industrial valleys of Glamorganshire; but the Bristol Channel, with the distant outline of Exmoor and the Quantocks, may often be made out. To the W. Carmarthen Van masks the Vale of Towy and a great part of the Pembrokeshire peninsula.

Ascents. The direct ascents from Brecon are (*a*) viâ the long ridge of *Cefn Cwm Llwch*, directly to the top of Pen-y-Fan, and (*b*) viâ *Y Gribin*, the eastern peak of the main group, and thence along the saddle to the summit; but an interesting third route (*c*) is to take train to (14 m.) *Torpantau*, and thence ascend the S.E. spur (fine views). Rather less interesting, but shorter, is (*d*) the ascent from the former *Storey Arms Inn*, 9 m. from Brecon on the Merthyr road.

A. Viâ Cefn Cwm Llwch, 5½ m. in 2–2½ hrs. We take a turning on the left a little beyond St. David's church, on the Llandovery road, and follow a rough lane (driving practicable), bearing again to the left where the road divides, to (2¾ m.) *Blaengwdi Farm*. We quit the road here and ascend the stream directly ahead, gaining the well-marked long N. spur of the Beacons (good cliff views) and thus reaching (2¾ m. farther) the summit.

B. Viâ Y Gribin, 7½ m. in 3½ hrs. We follow the old Brecon and Merthyr road, which diverges to the left (S.) just short of St. David's church, and leads past the workhouse and the town reservoirs. About 2½ m. from Brecon a road diverges (l.) for Llanfrynach (p. 197), but we keep straight on, leaving (3 m.) *Pant Farm* on our right. The lane ascends the desolate *Cwm Cynwyn*, skirting on the right the slopes of *Bryn Teg*, a spur which offers a direct alternative scramble to the summit. At (5¾ m.) the head of the pass (1961 ft.), overhung on the left by *Craig Cwm Oergwm*, we diverge to the right and gain the summit viâ (6¾ m.) *Y Gribin*, after a steep final ascent. Thence we reach (7½ m.) *Pen-y-Fan* viâ the saddle.

C. From Torpantau, 4–5 m. in 2–2½ hrs. Railway from Brecon to *Torpantau* (14 m. in ¾ hr.), see p. 192. From

Torpantau station the shortest route is to follow the rough road back to ($\frac{1}{4}$ m.) its crest (1446 ft.) above the tunnel, whence we skirt the E. slope of Cwm Tâf in a N.N.W. direction until we strike ($3\frac{1}{4}$ m.) the head of the pass (1961 ft.) reached, from the Brecon direction, in the last route. Thence to the summit, see above. — Or we may strike E.N.E. from the tunnel to ($1\frac{1}{4}$ m.) the farm of *Blaen-y-Glyn*, ascending thence (N.N.W.) to the conspicuous summit of ($3\frac{1}{4}$ m.) *Craig-Fan-Ddu* (2224 ft.), from which the pass ($5\frac{3}{4}$ m. N.W.) is reached in 1 hr. Landmarks are few on both these ascents from Torpantau, but in fine weather the views are admirable.

D. From Storey Arms (no inn), $2\frac{1}{2}$ m. in 1–$1\frac{1}{2}$ hr., we follow the new Merthyr Tydfil road (see p. 210) which leads to the left beyond St. David's church (guide-post). Just beyond (9 m.) its highest point (1440 ft.) stands the former *Storey Arms Inn*, whence a rather tedious track ascends N.E. to ($2\frac{1}{2}$ m.) the top of *Y-Fan-Corn-Ddu* and ($\frac{1}{3}$ m. farther) *Pen-y-Fan*.

41. CARDIFF AND LLANDAFF

CARDIFF (200,262 inhab.), the largest city in Wales, is situated on the *Taff*, 2 m. from its mouth, and owes its prosperity to its splendid docks, of which the first was opened in 1839. It is the largest coal-exporting port in the world. The industrial quarters (Grange Town and Bute Town), with their smoke and dirt, and the great Cardiff Dowlais Ironworks, lie, however, S. of the railway, in the neighbourhood of the docks, and the remainder of the city is well-built and attractive, with abundant open spaces adjoining the large and somewhat foreign-looking castle in the midst, and the distinguished group of public buildings in Cathays Park.

Railway Stations. *Great Western* (Pl. C 2), St. Mary's St.; *Queen Street* (Pl. B, C 2), for the Taff Vale Railway; *Rhymney* (Pl. B 2), for the Rhymney Railway. — Local Stations: *Riverside Junction* (Pl. C 2), *Clarence Road* (Pl. E 2), *Dock Station* and *Roath* on the G.W.R.; *Cathays*, *Grangetown* (Pl. D 1), and *Maindy* on the Taff Vale Railway.

Hotels. Park (Pl. a; B 2), Queen Street, R. 9/, D. 6/6; Royal (Pl. b; C 2), St. Mary St.; Grand (Pl. c; C 2), Westgate St.; Alexandra Pl. d; B 2), Queen St.; Queen's (Pl. e; C 2), St. Mary St., R. 5/, D. 4/6; Great Western (Pl. f; C 2); Central Temperance (Pl. g; C 2), near the G.W.R. station, pens. 12/.

Restaurants. *Carlton Café*, *Métropole*, *Dutch Café*, *Cox's*, Queen St.; *Sandringham*, *Central Automatic Café*, *Barry Hotel*, St. Mary St.; *Dorothy Café*, High St.; *Louis*, Duke St. — *Railway Refreshment Rooms* at the G.W.R. station.

Public Baths (Turkish, etc.), Guildford Crescent, Queen St.

Post Office (Pl. C 2), Westgate St. — American Consul: *Wm. F. Doty*, 13 Bute Crescent.

Conveyances. Motor-cabs, 1/ per m. — Horse Cabs: For 2 pers. 1/ per m., each additional pers. 6*d.*; 2/ per hr., each additional $\frac{1}{4}$ hr. 6*d.* To Llandaff, 2/6. — Tramways traverse the principal streets (see Plan). — Motor Omnibuses ply from the S. end of St. Mary St. to *Penarth* (9*d.*), to *Roath Park* (6*d.*), and to *Penylan* (6*d.*); from the tramway-terminus in Cathedral Rd. to *Llandaff* (3*d.*; at the hour in the mornings, at the half-hour in the afternoons and on Sat.); from Westgate St. to *Cowbridge*; from Kingsway to *Whitchurch*;

from Royal Oak tramway-terminus to *Newport* (2/). — MOTOR COACHES daily in summer to *Porthcawl* (8/6 ret.), and to *Chepstow* and *Tintern* (11/ ret.).

Theatres. *New Theatre* (Pl. B 2), Park Place; *Playhouse* (Pl. C 2), St. Mary St.; *Empire*, Queen St.; *Hippodrome* (cinematograph and variety entertainment), Westgate St.

Steamers. *Excursion Steamers* start daily in summer from the Bute East Dock (Pl. D 3) or from Clarence Bridge (Pl. E 2) for *Penarth*, *Swansea*, *The Mumbles*, *Clevedon*, and *Ilfracombe*; also for *Chepstow* and *Weston-super-Mare*. Other steamers ply all the year round to Belfast, Glasgow, etc. See p. xlii.

History. Cardiff (Caer-Dŷf, the stronghold on the Taff) is practically a creation of the 19th cent. (its population in 1801 was 1870), though it was a Roman station and has always been of some historical importance. Some authorities locate the 'sparrow-hawk tournament' of 'Geraint and Enid' here. After the Conquest (in 1090) it was the capital of the seigniory of Morgan and Glamorgan, held by Robert Fitzhamon, Lord of Gloucester. Robert Curthose, Duke of Normandy, is said to have been imprisoned in the castle by his brother Henry I for 26 years before his death in 1134. The town was overrun by Owen Glendower in the reign of Henry IV. During the Civil War the castle was held alternately for the King and for the Parliament. The castle changed hands many times before it finally passed, in 1775, to the Bute family, to whose enlightened energy the foundation of the docks is due. Cardiff became a city in 1905, and since 1916 has been the seat of a Roman Catholic archbishop.

From the G.W.R. station (Pl. C 2) St. Mary St. and High Street lead directly to the castle. Church St., on the right, leads to *ST. JOHN'S (Pl. C 2), the parish church, which has a handsome and lofty tower (15th cent.) of the Glastonbury type. With the exception of the S. choir arcade (13th cent.) the church dates from the 15th cent., and is remarkable for its possession of a clerestory in the chancel in the absence of one in the nave. Notice, in the finely proportioned interior, the good 15th cent. font; the striking altar-piece by Sir W. Goscombe John in the S. aisle; and the N. chapel, with Renaissance parclose screens (temp. Henry VIII), and an Elizabethan monument to members of the Herbert family. Close by is the *Central Public Library* (Pl. C 2; open 10–9) containing about 170,000 books, and an old Welsh MS., the 'Godadin of Aneurin.' Lodged temporarily in the same buildings are some of the collections of the *Welsh National Museum* (Pl. B 2; open 10–5, Sun. 2.30–5; closed on Fri.) including casts of Welsh Celtic crosses, and specimens of Swansea and Nantgarw ware.

Cardiff Castle (Pl. B, C 2; shown in the absence of the family on application at the Estate Office, Castle St.), now the property of the Marquis of Bute, was begun by Robert Fitzhamon c. 1090, who here erected motte-and-bailey earth-works, partly on the site of the ancient Roman castrum. The recently discovered remains of the Roman N. gateway have been fancifully restored. The first masonry was probably added to Fitzhamon's early Norman earth-works by his successor, Robert, Earl of Gloucester, who erected the S. enceinte wall and the polygonal shell keep on the mound. The last is surrounded by a moat; and the *Keep* itself (view from top) is approached through a later gate tower of the 15th century. The *Black Tower* (sometimes absurdly called

'Duke Robert's Tower,' comp. p. 200), on the S. enceinte, dates from about the end of the 13th cent.; whilst the inhabited 'palace,' containing the state apartments, on the W. of the enclosure, has been entirely remodelled by Burges since 1861. The lofty clock tower, so prominent in Castle St., is wholly a picturesque sham. The *Banquet Hall* is decorated with twenty-two historical wall paintings, and with stained glass representing the various lords of Cardiff. The *Chaucer Room*, in the *Octagon Tower* (15th cent.), contains a fine tiled floor, wall-paintings, and windows illustrating the Canterbury Tales. The *Chapel* and the *Arab Room* in the *Herbert Tower*, are likewise richly decorated. The roof garden on the *Bute Tower* commands fine views of the city. Between the Keep and the Black Tower are the foundations of a wall by which the enclosure was formerly divided into an outer and inner ward.

To the N.E. of the castle lies ***Cathays Park** (59 acres; Pl. B 1, 2), where an imposing group of new public buildings is arranged round a central garden. On the S., from W. to E., are the *Law Courts* and *City Hall* (both opened in 1906), and the still unfinished *Welsh National Museum* (p. B 2). The City Hall (adm. on Mon., Tues., Fri., 10.30–12.30; Wed. and Thurs. 2–4; first Sat. in each month 10.30–4) has a fine *Tower, 200 ft. high, and contains war relics presented by the city of Verdun. In the vestibule to the Council Chamber is a striking series of eleven statues (presented by Lord Rhondda, d. 1918), illustrative of Welsh history, including a fine group of Boadicea and her children. On the W., from S. to N., are the *University of Wales Registry* (1903); the *Glamorgan County Hall* (1910), with a fine façade; and the *Cardiff Technical Institute* (1914). On the E. is the still unfinished quadrangle (designed in 1909 by Mr. W. D. Caröe) of the University College of South Wales and Monmouthshire, founded in 1883, and since 1893 one of the three constituent colleges of the University of Wales (p. 25), among which it alone possesses a School of Medicine (new buildings in Newport Rd.). — The park contains a statue of Judge Gwilym Williams (d. 1906), and a Boer War Memorial, opposite the City Hall; a statue of John Cory, the philanthropist (d. 1910), opposite the Law Courts; a bronze statue of Lord Ninian Crichton-Stuart (who fell at Loos, 1915), and a statue of Viscount Tredegar (a Balaclava hero; d. 1913) opposite the National Museum.

The ***Bute Docks** (Pl. D 3) consist of five great basins, with over 5 m. of quays, and are managed by the Cardiff Railway Co. There are also 30 acres of timber ponds, and 12 graving docks. The speed with which the coal brought down from the mines by railway and canal is loaded into steamers and lighters is marvellous; as many as 6715 tons have been shipped into a vessel in 11 hrs. For the supple-

mentary docks at Penarth, and for the competing docks at Barry, see below and p. 204. — A visit to the *Dowlais Cardiff Steel Works*, 90 acres in area, is interesting (special permission necessary).

Among the other parks and recreation grounds of Cardiff are *Roath Park* (tramway), 102 acres in area, with a boating-lake, botanical garden and aquarium, wild garden, playing fields, band-stand, etc.; *Cardiff Arms Park* (Pl. C 2; Cardiff Rugby Football Club and County Cricket); *Sophia Gardens* (Pl. B 1; shows and concerts); and *Victoria Park*, with zoological gardens.

The *Observatory*, on Penylan Hill (tramway), ½ m. to the E. of Roath Park, may be visited from 6 to 10 p.m. with permit obtained at the clerk's office at the City Hall (handbook 3*d.*; closed May–Aug.).

Penarth (*Penarth Hotel; Esplanade*), a sea-side suburb (17,097 inhab.) 4 m. S. of Cardiff, may be reached from the city by motor omnibus or railway. The road route crosses the Ely by a toll bridge (motor-cars 1/, motor-cycles 3*d.*). On the N. side, in the estuary of the Taff and Ely, are the important docks (26 acres) opened in 1865. Among the attractions of Penarth are the Esplanade, the Windsor and the Alexandra Gardens, salt-water swimming baths, and golf-links. On the way to *Penarth Head* (200 ft.; view), is a church designed by Butterfield and erected by Lady Windsor (1866). At *Turner House*, Plymouth Road, opposite the Town Station, is the interesting art collection of the late J. Pyke Thompson (d. 1897), comprising water-colours (by Turner, Girtin, Cotman, Cox, etc.), oil-paintings (by Bonington, Rossetti, Madox Brown, etc.), Turner prints, and fine porcelain (adm. free on Sun., Wed., Sat., and holidays, 3–5). — A pleasant walk leads along the cliffs (interesting to geologists) to (2½ m.) *Lavernock Point*.

LLANDAFF ('the church-enclosure on the Taff'), with its cathedral, lies on the Taff, 2½ m. N.W. of Cardiff, of which it is now practically a suburb. It may be reached by motor-omnibus from Cardiff (p. 199), and there are railway stations at *Ely* (p. 168; 1 m. S. of the Cathedral) and *Llandaff* (p. 208; 1 m. N.), but the pleasantest approach is the walk through *Llandaff Fields*, a public park just beyond the tramway terminus at the end of Cathedral Road (Pl. B 1). On the pleasant green, which occupies the heart of the little 'city,' is a restored *Cross* and, at the S.E. end, the picturesque early 14th cent. gateway of the ruined *Castle* of the bishops, sacked and burnt by Glendower in 1402. In the modern *Bishop's Palace* are preserved a curious painting of the Assumption of the Virgin, from a bishop's throne of 1480, and some remains of the internal decorations of Wood's 'Italian temple' (p. 203). On the picturesque slope above the Cathedral are the modern Deanery and Canon's Residence; and in the village, farther S., is *St. Michael's Theological College* (1907).

***Llandaff Cathedral,** which, like all the Welsh cathedrals except St. Asaph's, has a low situation, is a building of the 12–13th centuries. It is open daily to visitors, except between 1 and 2 p.m. Services on week-days at 10 and 6, on Sun. at 11, 3.30, and 7.

History. The see was founded by St. Dyfryg or Dubricius (d. 612) and confirmed by its second bishop, St. Teilo, afterwards regarded as its chief founder and patron saint. The existing church was begun about 1120 by Urban (1107–1134), who, though probably a Welshman, "was the first bishop imposed by aliens on a Welsh diocese"; of his building the chief remains are the Norman arch dividing the presbytery from the Lady Chapel and some traces of blocked

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windows in the S. wall of the presbytery. Possibly the completion of the nave was delayed until the Trans. period, for the N. and S. doorways (perhaps no longer in place) date from c. 1150–70. The present nave and chancel arcades, as well as the W. front, which was flanked on either side by an E.E. tower, date from the 13th century. The Chapter House was built somewhat later, and at the close of the 13th cent. the Lady Chapel in the Geometrical style, was added. The remodelled presbytery and the outer walls of the aisles belong to the Curvilinear period (1315–60). The mediæval history of the fabric closed with the rebuilding of the N.W. tower by Jasper Tudor, uncle of Henry VII. Then followed nearly 500 years of neglect. The building was in dangerous decay by 1575, and in 1732, when an 'Italian temple' was erected within its walls by Wood of Bath, it was a ruin. Restoration was begun in 1859 under the care of Mr. Prichard, a native of Llandaff and a pupil of Pugin.

Exterior. The church is unique among British cathedrals in its complete lack of transepts. Otherwise it adheres in planning to the general type of southern cathedral, in which a Lady Chapel, of lower elevation than the main structure, projects at the E. end. The absence of a triforium also is remarkable in so early a building; it has been thought to give the church a parochial appearance. Next, however, to St. David's, and not excepting even Brecon, it is decidedly the finest ecclesiastical building in Wales. Externally the most cathedral-like feature is the beautiful W. front, a gracefully irregular composition, of which the 13th cent. centre has been compared with the W. front at Ripon, though it avoids Ripon's flatness and monotony. The curious pendant tympanum of the doorway (there never was a central shaft) has an original statue (? St. Dubricius or St. Teilo), whilst in the apex of the gable is a Majesty. The two Trans. doorways of the nave (N. and S.) are exceedingly rich and good. Jasper Tudor's N.W. tower is of Somerset design; but the elaborately panelled battlement and pinnacles are modern. The S.W. tower and spire, from designs by Prichard (1869), are strongly French in character, recalling St. Pierre at Caen.

The ***Interior** (280 ft. by 72 ft.) produces a singular effect, the whole of the main body of the church being visible at a glance. The long 13th cent. arcades of the *Nave* (6 bays) and *Ritual Choir* (2 bays), with their lovely foliated capitals, are unbroken by a chancel arch, whilst the arch between the choir and presbytery is modern. The blocked up E. bays of the ritual choir were thought by Dr. Freeman to point to the former existence of small transeptal towers. The reticulated windows in the aisles, with their weak-looking ogee heads, are due to the rebuilding, or remodelling, of the mid-14th century. The *Presbytery* (2 bays), and the richly carved arch dividing it from the Lady Chapel, are remnants of Bp. Urban's mid-12th cent. church, though 14th cent. arches have been cut through the Norman side walls. An odd mixture of work of the two periods is apparent on the S., where, for some doubtful reason, the work of transformation was never completed. The reredos of the high altar has three good paintings by D. G. Rossetti (the middle a Nativity); and much of the stained glass throughout the church belongs to the same

school (i.e. by Burne-Jones, Morris, Madox Brown, and Marshall). Unhappily the 14th cent. stone reredos was removed during the restoration and is now in the N. aisle of the presbytery. On the S. side of the presbytery is the reputed tomb of St. Teilo (p. 202), with a 14th cent. effigy. St. Dubricius (p. 202) is said formerly to have occupied a similar position on the opposite side of the church, but his reputed effigy (also of later 14th cent. workmanship) is now in the N. aisle. St. Teilo was buried in the first instance at Llandaff, whilst St. Dubricius was translated by Bp. Urban from Bardsey Island (p. 121); but it does not appear that either saint was ever enshrined. Also in the N. aisle of the presbytery are the altar-tombs of Sir David Matthew, standard bearer to Edward IV at Towton, in 1461, and of Sir Christopher Matthew (d. 1526). In the N. aisle of the nave are the monuments of Dean Vaughan (d. 1897) and Bp. (?) Bromfield (1389–94); whilst under the arches of the N. arcade are the tombs of Sir William Matthew (d. 1528) and of Bp. Marshall (1478–96). — The interior effect of the *Lady Chapel* (52 ft. by 32 ft.) is spoilt by tawdry modern wall-painting. It contains the semi-effigial monument (N. floor of Sanctuary) of its reputed builder, Bp. Will. de Braose (1266–87). — The E.E. *Chapter House*, though square, is unexpectedly vaulted from a single central column: "the effect is not pleasing, being that of a square playing at a polygon." The conversion of its upper chamber to an octagon by Prichard is a doubtful improvement on the original plan.

In the very pretty graveyard a single shaft marks the tomb of Dean Conybeare (d. 1857), the geologist.

From Cardiff to Bridgend, 28 m., Barry Railway from the G.W.R. station in c. 1¾ hr. (5/10, 4/4½, 2/11); to *Barry*, 9 m. in ½ hr. (2/6, 1/11, 1/2½). — 4 m. *Cogan*, adjoining Penarth Docks (p. 202). — 6 m. *Dinas Powis*, with the ruins of a mediæval castle. — 7 m. *Cadoxton* is the junction of a branch line from Barry to (17 m.) Pontypridd (p. 209). — 9 m. **Barry** (*Barry Hotel*), with 38,927 inhab., owes its extraordinary modern development to the construction of extensive *Docks* (114 acres; 1844–99). It has direct railway connection through Pontypridd (p. 209) with the Glamorganshire coalfield, and its annual export of coal now rivals that of Cardiff. The gateway of the ruined *Castle* is the only point of antiquarian interest. A branch line runs from Barry to (1 m.) *Barry Island* (Marine), a bathing resort with good views of the coast.

The railway continues W. along the somewhat uninteresting coast, passing *Porthkerry*, in a beautiful valley. — 12 m. *Rhoose*. — 14 m. *Aberthaw*, a junction for Llantrisant (p. 168) and Pontypridd. *Fonmon Castle*, c. 1½ m. N.E., a small late Norman keep with a 17th cent. mansion built on its N. side,

is one of the few inhabited mediæval strongholds in Glamorganshire. A portrait of Cromwell, who is said to have visited the house c. 1655, is preserved here, and John Wesley often stayed in the castle and at a farm near by. About 1 m. farther N.E. is *Penmark*, with ruins of a castle of the Umfravilles (early 13th cent.), the ground-plan of which shows an inner ward embraced by an outer ward on every side except the N., where the position is secured by a steep bank. — About ½ m. N. of (15 m.) *Gileston* is *St. Athan*, with a church containing the tombs of the Berkerolles family, the ruins of whose ancient stronghold, *Orchard Castle*, lie ¾ m. E. — 18 m. **Llantwit Major,** formerly *Llanilltyd*, an old-fashioned village, built around a picturesque 15th cent. *Town Hall*, with a small pre-Reformation bell, is one of the most interesting historic spots in Wales. Here in the latter part of the 5th cent. was a monastery and school of divinity presided over by the famous teacher and craftsman, St. Illtyd, at which St. Gildas the historian, St. Paul Aurelian, St. Samson of Dol (p. 232), Taliesin (p. 139), and possibly also St. David, were educated. The monastery survived till the Dissolution, though in a subordinate capacity as a cell to Tewkesbury Abbey. The nucleus of the existing composite **Church* was probably a late 12th cent. cruciform church without aisles, of which there remain only the four arches of the crossing (below the later 13th cent. tower) and the S. doorway of what is now the 'Old' (or W.) church, but was originally the nave. The transepts disappeared about the middle of the 13th cent.: aisles were added to the original chancel which became the nave of the new E. (or 'New') church, to which a new chancel was added on the E.; and a chapel was erected on the W. of the original nave. In the 14th cent. the clerestory was added to the nave of the 'New' church. In the 15th cent. the 'Old' church was rebuilt on the original foundations, the Trans. S. doorway being retained. It is commonly supposed that the 'New' church was the chapel of the monks and that the 'Old' was the parish church. Apart from its quaint outline and extraordinary evolution the structure is of little value, but it abounds in points of interest. Special notice should be taken of the plate-tracery of the S. windows, and of the 14th cent. stone screen (supposed to have been a rood screen) now serving as a reredos, in the 'New' church; also of the adjacent piscina. The *Jesse niche at the E. of the S. aisle is probably unique. In the *Collection of Celtic crosses (9–10th cent.) in the 'Old' church an inscribed cross-shaft of Samson (p. 232), Arthmael, and King Juthael; another of Samson, Samuel, Ilted, and Ebisar; and a third of Howel, son of Res, are particularly noteworthy. Notice also the curious effigy in Elizabethan costume and the good sepulchral slabs of the late 12th and 14th centuries.

At the mouth of the Colhugh Brook, on which Llantwit stands, is a small estuary said to have been used at one time as a harbour, and on the top of the cliffs to the E. are the *Castle Ditches*, artificial earthworks of doubtful origin and purpose, while to the W. are the *Tressilian Caves*, once the haunt of smugglers. On the coast, 2½ m. W. of Llantwit, is *St. Donat's Castle*, a baronial mansion (15–16th cent.) on a site said to have been that of the ancestral home of the Stradling family for seven centuries. Archbp. Usher took refuge here after the battle of Naseby (1645). The state rooms, with carvings by Grinling Gibbons and a copper ceiling, are usually shown on application. The churchyard contains a perfect 14th cent. cross. About 1¾ m. farther W. is *Marcross* church with a curiously moulded S. doorway (12th cent.) and a remarkable choir screen. A by-road leads hence to (1 m.) the *Nash Lighthouses*.

24 m. *Southerndown Road* is the station for (3 m.) *Southerndown* (Marine), a small watering-place with a golf-course. The limestone cliffs are rich in fossils. *Dunraven Castle* (modern) 1 m. S.E. on the opposite side of the bay stands exposed on the *Trwyn-y-Witch* (Witch's Nose), a rocky promontory. In the churchyard of *St. Bride's Major* (c. halfway between the station and Southerndown) is a nearly perfect cross, and in the church an elaborate 13th cent. sepulchral slab (covered up) and altar-tomb, both of the Butler family. Thence the pedestrian may cross *Ogmore Down* to (2 m.) *Ogmore Castle* (p. 169).

28 m. *Bridgend*, see p. 169.

FROM CARDIFF TO RHYMNEY BRIDGE VIÂ CAERPHILLY, 24 m. G.W. and RHYMNEY RAILWAYS in 1¼–1½ hr. (7/, 3/6) : to *Caerphilly*, 7 m., in 20 min. (2/1, 1/0½). Trains start from the Rhymney Station (Pl. B 2). — The railway runs N. from Cardiff, passing on the right the Lisvane reservoirs, and afterwards traversing a spur of hilly country which projects into the Rhymney valley.

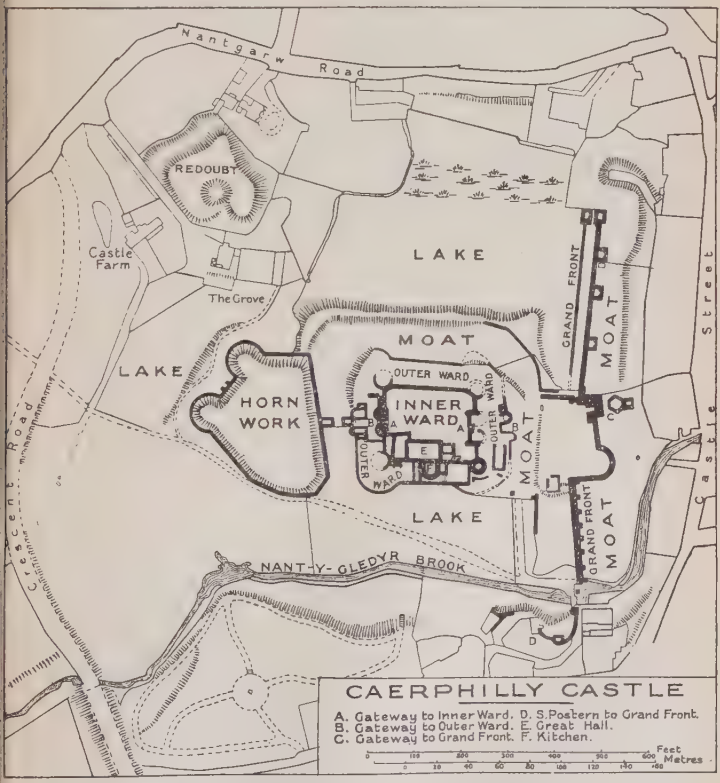
7 m. **Caerphilly** (*Clive Arms ; King's Arms*), a colliery and market-town (36,893 inhab.), in a basin of the Rhymney enclosed by hills, is notable for the majestic ruins of its castle, seen on the left of the main street as we approach from the station. A comprehensive general view may be obtained from several points on the banks of the *Nant-y-Gledyr*, a tributary of the Rhymney, which flows past its S. wall.

The *CASTLE (adm. 3*d*.), the largest in Wales (30 acres, including the earthworks), is built upon the Edwardian concentric plan and stands on a site raised slightly above the surrounding tract of marshy ground. Its general appearance is plain ; but its external and subsidiary defences are remarkable for their elaboration and novelty.

History. The castle, built c. 1272 by Gilbert de Clare, Earl of Gloucester and Hertford, was long held by the Despensers, and Edward II found shelter here in 1326. In 1403 it was captured by Owen Glendower. Its history during the Civil War was chequered, and it is believed that attempts to destroy it by gunpowder were made at this period, but the ' ruinous walls of a wonderful thickness ' bore the shock with much fortitude. The fortress is now the property of Lord Bute.

The lake (15 acres), formerly created by damming the Nant-y-Gledyr washed the outer defences on the S. and W.

sides, and was separated only by a narrow bank from the moat (filled by the same brook) which on the N. flanked the Outer Ward. The *Outer Ward*, which surrounds the Inner with a terrace 48-60 ft. wide, was defended by a moat on every side except the S., and its outer boundary (as at Harlech)



was apparently little more than a breastwork surmounting the revetted scarp of the moat. The castle was still further strengthened on the E. by a line of fortified wall or curtain, in places 60 ft. high, and stretching N. and S. for 250 yds., with a gatehouse in the middle, a strongly-guarded postern on the S., and a second moat outside it. This striking outwork has been termed the '*Grand Front*.' On the other (W.)

side of the castle is a large revetted hornwork, of about three acres, and N. of this is a quadrangular redoubt of much later date, probably thrown up during the Civil War.

Crossing a footbridge over the Nant-y-Gledyr, we enter from the S., where a strategic gap separates the gatehouse from the 'Grand Front' on our right. The castle proper is roughly rectangular, and consists of an Outer and an *Inner Ward*, of which the latter (200 ft. by 160 ft.) has a round tower at each angle, and a gateway on the E. and W. The E. gateway has been on a gigantic scale, but the whole of its outer face has been destroyed. Of the drums at the four corners, that on the N.E., has likewise virtually disappeared; that on the S.E. survives as a segment 50 ft. high, which overhangs its base 9 ft.; that on the N.W., though shattered, remains intact in general outline. On the S. of the enclosure the magnificent *Great Hall* (73 ft. by 35 ft., and c. 30 ft. high), with a modern roof, and with Dec. windows and doorway on the N. with 'ball-flower' ornament, is probably later than most of the castle (c. 1350 ?). The *Kitchen*, very unusually placed, projects S. into the Outer Ward; and on the W. is a range of state apartments. The location of the chapel is uncertain.

The railway now follows the valley of the Rhymney. — 12½ m. *Ystrad Mynach* is a junction for (11½ m.) Merthyr (p. 209). — 13½ m. *Hengoed Junction*, for the G.W. line from Pontypool Road to Neath and Swansea. — 22½ m. *Rhymney*, with large ironworks. — 24½ m. *Rhymney Bridge*, junction for the line from Abergavenny to Merthyr (p. 179).

From Cardiff to Merthyr Tydfil, 23¼ m. by the Taff Vale Railway from Queen St. (Pl. B, C 2) or Dock Station (Pl. D 3) in 1–1¼ hr. (7/, 3/5). The line ascends the valley of the *Taff*, the great natural beauty of which has been practically destroyed by the coal and iron industries. — 3 m. *Llandaff*, 1 m. N. of the 'city' (p. 202). — 6 m. *Taff's Well*, was at one time noted for its tepid medicinal springs. The *Garth Mountain* (981 ft.), to the W., is a conspicuous landmark in the surrounding country, and on one of its spurs is *Pentyrch*, important in the early days of iron manufacture.

Castell Coch is beautifully situated on a steep wooded slope on the other side of the valley, in a position guarding its narrow entrance. The 13th cent. castle, which had a triangular ground-plan with a round tower at each angle, has been restored on the original lines and made habitable (adm. 11–1, 2–4, tickets on application at Bute Estate Office, Castle St., Cardiff). A belief is still current locally that a huge chest, filled with treasure and guarded by gigantic ravens, is hidden here. There is a small vineyard on the hill-slope, though its output of wine has never been very successful. *Nantgarw*, where good porcelain, now greatly valued by collectors, was produced for a short period in the early 19th cent., is 2 m. N. of Taff's Well. A lane hence to (2¾ m.) Caerphilly (p. 206) commands mountain views across the Taff which give vivid impressions of the natural beauty of the region before the havoc wrought by the industrial development.

$10\frac{3}{4}$ m. *Treforest* is the junction for ($9\frac{3}{4}$ m.) *Llantrisant* (p. 168) and ($21\frac{1}{4}$ m.) *Aberthaw* (p. 204).

$11\frac{3}{4}$ m. **Pontypridd** (*New Inn Hotel ; Park ;* both well spoken of), a modern industrial town (47,171 inhab.) at the confluence of the Taff and Rhondda, owes its name (' Bridge of the Earthen Hut ') to the graceful *Bridge* over the Taff, constructed in 1755 by William Edwards, a local stonemason, after two unsuccessful attempts The bridge, 35 ft. above the river and 140 ft. long, is a single span, forming a segment of a circle 170 ft. in diameter ; the special feature of the design is the lightening of the haunches by three cylindrical tunnels on each side, thus lessening the inward and upward thrust of the masonry. It is said that there is a ninefold echo underneath the bridge. Branch lines run from Pontypridd to ($6\frac{1}{2}$ m.) *Caerphilly* (p. 206) ; to ($18\frac{1}{4}$ m.) *Newport* (p. 166) ; and up the once beautiful but now wholly industrialised Rhondda valley to (3 m.) *Porth*, (5 m.) *Tonypandy and Trealaw*, the scene of the Tonypandy riots (1910), and thence to ($10\frac{3}{4}$ m.) *Treherbert* (p. 170). Other branches run to ($9\frac{3}{4}$ m.) *Maerdy ;* to (4 m.) *Ynysybwl ;* and from the Barry railway station ($\frac{1}{4}$ m. W. of the Taff Vale station) to (17 m.) *Barry* (p. 204).

15 m. *Abercynon* is the junction for ($7\frac{1}{2}$ m.) Aberdare (p. 210). — At ($16\frac{3}{4}$ m.) *Quaker's Yard*, named from a burying-place of the Society of Friends, we cross the Pontypool-Neath railway (p. 210). The Taff is joined by the Bargoed Taff and the Cynon, and at ($20\frac{1}{2}$ m.) *Troedyrhiw* the valley widens considerably. The line passes under the viaduct of the Vale of Neath railway (p. 210). — $23\frac{1}{4}$ m. **Merthyr** or *Merthyr Tydfil* (*Rfmts. ; Central ; Bush*), with 80,161 inhab. (including Dowlais and Cyfarthfa), unites the prosperity with the less agreeable characteristics of an important centre of the iron and steel industries.

In 1804 the earliest steam locomotive, constructed by Richard Trevithick, was tried on the tramway between Merthyr and Pontypridd. Trevithick (see above), Robert and Lucy Thomas, pioneers of the South Wales steam-coal industry, and Lord Merthyr (Sir William Lewis, d. 1914), an influential coal-magnate, are commemorated by statues. From 1900 onwards Merthyr was represented in Parliament by James Keir Hardie (1856–1915), the founder of the Independent Labour Party.

The parish church contains three interesting inscribed stones, but the chief interest of Merthyr centres round the great *Dowlais Iron & Steel Works*, to the N.E., and the *Cyfarthfa Iron Works*, to the N.W., reached by tramway from the station. Visitors are usually admitted on application at the offices. *Cyfarthfa Castle*, on the hill 1 m. N.W., the former home of the Crawshays, who owned the Cyfarthfa works, is now a museum and art gallery (adm. free). *Morlais Castle* ($2\frac{1}{4}$ m. N.), see p. 192.

From Merthyr to Brecon, $18\frac{1}{4}$ m. by road. The new Brecon road, leading N.W. from the town, ascends the Taff valley, passing the reservoir of the Cardiff waterworks. It reaches its highest point (1440 ft.) at the pass just beyond

(9 m.) the former *Storey Arms Inn* between *Fan Fawr* (2409 ft.) on the left and *Y-Fan-Corn-Ddu* (2863 ft.), the lower of the Brecon Beacons, on the right. Ascent of the Beacons from this point, see p. 199. From the pass the descent of the valley of the Tarell for the rest of the way is through beautiful scenery. A short valley opens (3 m.) on the left, the fine craggy amphitheatre on the S. side of which (*Craig Cerig Gleisiadi*) recalls the Wastwater Screes. — 6 m. *Brecon*, see p. 194. The old Brecon road (for pedestrians only), passing to the E. of the Brecon Beacons, ascends the *Taf Fechan* past the Merthyr reservoirs and attains the height of 1961 ft. at (9¼ m.) the pass between *Y Gribin* and *Craig Cwm Cynwyn*, whence the Beacons may be ascended (see p. 198). Thence to (5¾ m.) *Brecon*, see p. 198.

From Merthyr by railway to *Brecon*, see p. 192; to *Brynmawr* and *Abergavenny*, see p. 179; to *Hirwain* and *Neath*, see below.

42. FROM NEATH TO PONTYPOOL ROAD. THE VALE OF NEATH

41½ m. G.W.R. in 2¼–2½ hrs. (12/3, 6/1½). The trains start from the Town station, and there is a service of rail motors from the Low Level station as far as Hirwain. There are numerous 'halts' in addition to the regular stations. The best views are on the left. — A motor omnibus plies 5 times daily to Pont Nedd Fechan (1/9) in 1 hr.

Road, 42½ m. — 2 m. *Aberdylais* (see below). — 10½ m. *Glyn Neath* (see below), where we bear to the right for (15½ m.) *Hirwain*. A branch diverges hence on the left for (35 m.) *Brecon* (p. 194). — 19 m. **Aberdare** (see below). — 23 m. *Mountain Ash* (see below). — 27 m. *Pont Douglas*. — 29½ m. *Nelson*. — 37½ m. *Crumlin* (p. 211). — 42½ m. **Pontypool** (p. 172).

Neath, see p. 170. The lower part of the Vale retains the charm of the rich colouring of the hills, in spite of occasional collieries. — At (1½ m.) *Aberdylais* the canalized river Nedd is joined by the Dulais, and the railway crosses to the left bank, to which it keeps most of the way up the vale, the road being on the opposite side. Near (6¼ m.) *Resolven*, on the *Cleddau Brook*, is the lofty *Melincourt Waterfall*. *Resolven Mountain*, on the right, and *Hir Fynydd*, on the left, rise steeply to a height of over 1200 ft. — 9 m. *Glyn Neath* (Lamb and Flag Inn, an old timbered house) is the station for **Pont Nedd Fechan** or *Pont Neath Vaughan* (*Angel*; *Dinas*; *White Horse*, well spoken of) 2½ m. farther up at the head of the Vale, and the best headquarters for the upper glens (see p. 211). The halts at (10½ m.) *Pont Walby* and (13½ m.) *Rhigos* are nearer to Pont Nedd Fechan.

The railway crosses the watershed (c. 700 ft.) and begins the descent of the Cynon valley (p. 209). 15½ m. *Hirwain*, a colliery town, is a junction for (7½ m.) Merthyr Tydfil (p. 209). We enter a mining district, served by numerous branch railways. — 19 m. *Aberdare* (Boot; Black Lion, R. & B. 8/6), a thriving town with 55,010 inhab., produces perhaps the finest steam coal in the world. A branch line runs to (7½ m.) *Abercynon* (p. 209). — 22¾ m. *Mountain Ash*, with the great Navigation Collieries. — Between this station and (25¾ m.) *Quaker's Yard* the line from Cardiff to Merthyr Tydfil (p. 209) crosses our route. — 30¾ m. *Hengoed* is the junction for the Rhymney railway (p. 208). — 32¾ m. *Pont-*

llanfraith, junction for Nantybwch and Newport (p. 167). We enter *Monmouthshire* (p. 166). — Beyond (35½ m.) *Crumlin* we cross the valley of the Ebbw by the curved *Crumlin Bridge* (210 ft. high, 550 yards long), built of iron by T. W. Kennard in 1857. — 40½ m. *Pontypool* (p. 172). — 41½ m. *Pontypool Road,* on the Newport and Hereford line (p. 172).

The Vale of Neath.

The **Vale of Neath,** perhaps the most beautiful natural feature of Glamorganshire, though now largely industrialized, is a narrow and almost level dale some 12 m. in length running N.E. from Neath, with steep banks of great height broken by side-glens with many waterfalls. Through it the river Nedd or Neath, after descending from the hill-district of Fforest Fawr, follows a swift course. The beauties of the Vale proper, between Neath and Pont Nedd Fechan, may very well be appreciated from the railway train; but above the latter point is a most interesting neighbourhood of tributary valleys, rich in gorges and cataracts, which requires two days at least for complete exploration and well repays the robust walker and even the cragsman. In default of a guide, a good large-scale map is indispensable. The route described below forms a rough walk of 10–11 m., including all the chief points of interest; but indications for shortening the round are given.

After crossing the river at Pont Nedd Fechan we bear to the right and follow the lane up the valley of the Mellte to (¾ m.) the conspicuous limestone *Craig-y-Dinas* (425 ft.). We cross the stream here by a foot-bridge and ascend by the steep cart-track on the left of the quarried crag, the summit of which affords a fine vista of the Vale of Neath. As we proceed N.E. along the abrupt limestone ridge we look down on the left into the narrow glen of the Mellte, with its not unpicturesque powder works.

On the right (to the S. of Craig-y-Dinas) is the curious and, in its upper reaches, almost inaccessible **Sychnant* gorge, a limestone cleft with a subterranean stream. The rocks here are worth exploration by cragsmen, and in the bed of fireclay are numerous fossil ferns, but the inexpert are warned against rash scrambling on the treacherous rock of the gorge.

Our main track leads N. to (2¼ m.) the ruined farm of *Cil-Hepste-Cerig,* from the high ground beyond which there is a fine view of the Brecon mountains; from left to right are seen (N.N.W.) Carmarthen Van, Fan Gihirych, Fan Nedd, Fan Llia, Fan Fawr, and (N.E.) the Brecon Beacons. The track now becomes somewhat obscure, but its general trend is N. across wet moorland until (2¾ m.) we begin a descent into the densely-wooded valley of the *Hepste.* At the foot we emerge on the bank of the stream close to the fine **Upper Hepste Fall* (Ysgwd-yr-Eira, 'the spout of snow'; 40–50 ft. high) and cross by passing behind it (caution required). We turn W. down the right bank, and pass in a few minutes the *Lower Hepste Fall,* beside which ascends a woodland path that soon bears (r.) away from the river into (3¼ m.) the narrow valley of the Mellte. Nearly opposite a small pinfold we scramble down to the not very striking *Lower Clun-gwyn Fall.* Further scrambling (no path) brings us to (3½ m.) the **Middle Clun-gwyn Fall,* perhaps the most beautiful of the

series, in which the river makes a double twisted leap amid towering wooded crags. It is well to avoid the narrow path immediately above the fall (dangerous in wet weather) and to climb up out of the glen (E.) to (3¾ m.) the deserted farm of *Cil-Hepste-Coed*, from which a path leads directly (N.W.) to the **Upper Clun-gwyn Fall*, the loftiest single-leap waterfall in the district. About ¼ m. above the fall we reach a footbridge over the Mellte.

Crossing this we may ascend past the farm of *Clun-gwyn* to (4½ m.) the road from Neath to Brecon, and return to (7 m.) *Pont Nedd Fechan*.

Following the track up the valley from the bridge we come to (4¼ m.) the farm of *Hendre-bolon*, whence a fenced lane leads N. to (5 m.) the farm of *Cwm-porth*, and a little farther on bends W. (l.) over the *Porth-yr-Ogof*, a natural tunnel through which the Mellte flows for about ¼ mile. The mouth of this singular cavern, which is partly accessible (lights necessary), is reached by a path on the left bank. Except for the deafening effect of rushing waters the interior is not impressive. Beyond the cavern the lane turns N. (r.) and then bearing N.W. joins (5¼ m.) the Neath-Brecon road.

A footpath leading straight on from the point when the lane turns N. likewise joins the Neath-Brecon road, c. 3¾ m. N. of Pont Nedd Fechan, and offers another opportunity of shortening the round.

We turn N. (r.) and follow the Brecon road to (5¾ m.) *Ystradfellte* (New Inn) a remote and delightful mountain village, the last outpost of civilization on the way to Brecon, 14 m. farther.

The road to Brecon joins the old Roman road, *Sarn Helen*, c. 2½ m. farther on, and climbs between *Fan Llia* (2071 ft.; r.) and *Fan Nedd* (2177 ft.; l.) to the top of the pass c. 4½ m. N. of Ystradfellte (1468 ft.), whence it descends steeply into the valley of the *Senni* (p. 193). About 1 m. beyond the junction with Sarn Helen is *Maen Madoc*, a tall granite stone inscribed "Dervaci filius Julii ic jacit."

We return S. along the main road to (c. 7½ m.) a sharp bend, where a lane diverges to the right for (8¼ m.) *Pont Felin Fach*; on the Nedd Fechan. Hence we take a path down the right bank of the stream past (8¾ m.) the upper and lower *Falls of the Nedd* to (9½ m.) the confluence of the Nedd and the *Pyrddin*. We cross the Pyrddin by a narrow footbridge.

A path ascends the right bank of the Pyrddin to (½ m.) the *Sewd Gwladys* or *Ladies' Fall* (25-30 ft.), smaller and less secluded than the Ysgwd-yr-Eira (p. 211). Still farther upstream is (¾ m.) the **Sewd Einon Gam* (Crooked Einon Spout), perhaps the finest of these cataracts but lacking a good view-point. It is best seen from the glen leading N. towards the farm of *Cilfach-Bronwydd*. We retrace our steps to the footbridge.

The main path now descends the right bank of the Nedd Fechan through a beautifully wooded glen to (10½ m.) *Pont Nedd Fechan*.

The fine waterfall of *Sewd Henrhyd*, c. 5 m. N.W., near Colbren (p. 194), may be reached from Pont Nedd Fechan by rough hill tracks.

43. SWANSEA AND GOWER

SWANSEA (157,561 inhab. with Llansamlet and Oystermouth), situated on the N.W. shore of Swansea Bay, at the mouth of the Tawe (whence its Welsh name of *Abertawe*), is one of the most important metal-working towns in the world, and a large seaport, but it has few attractions for the untechnical tourist except as a starting-place for the exploration of the Gower peninsula. Its somewhat smoky industry, dating from the 19th cent., is based on the vast adjoining coalfield. Copper, silver, lead, tin, nickel, zinc, cobalt, and iron ores are imported for smelting and refining. The tinplate industry is the largest in the world. Swansea is the chief centre for the export of anthracite, and of recent years oil-refining has taken a prominent place among the industries of the district.

Railway Stations *High Street*, (G.W.R., Pl. A 2, 3) for main-line trains and local services viâ Landore; *East Dock* (G.W.R.) for an alternative route to Neath (Low Level), p. 171; *St. Thomas's* (M.R., Pl. A, B 3) for Brecon and Hereford (Rte. 39). *Victoria* (L. & N.W.R.; Pl. B 3) for Llandilo, Llandovery, Craven Arms, and Shrewsbury (Rte. 32); *Rhondda & Swansea Bay Ry.* (Pl. B 3).

Hotels. *Metropole, Wind St. (Pl. a; B 3), R. 4/6, D. 4/; Mackworth, near the G.W. station (Pl. b; A 2), R. & B. 7/6; Cameron, High St. (Pl. c; B 2), R. or D. 4/; Tenby (Pl. B 1), Walters Rd., R. 4/; Royal (Pl. d; A 2), 18 High St., R. 4/, D. 4/6; Bush (Pl. A 2); Monico (Pl. A 2), High Street; Grosvenor (Pl. B 2), College Street; Central, High St.

Restaurants. *R. E. Jones's*, Castle Square; *Monico, Central Café*, in High St.

Post Office. Wind St. (Pl. B 3), opposite the Metropole. — American Consul, *A. B. Cooke*; Vice-Consul, *Frank D. Carleton*. All the consulates are in or near the Exchange Buildings.

Theatres. *Grand*, Singleton St. (Pl. B 2); *Empire*, Oxford St. (Pl. B 2).

Tramways. There is a good system of electric tramways to all parts of the town. — A Light Railway runs from Rutland Street near Victoria Station (half-hourly service) along the coast of Swansea Bay to *Oystermouth* and *Mumbles Pier*, p. 215.

Motor Coaches to the Gower peninsula twice or thrice daily in summer and three or four times weekly in winter. (*a*) From Portland St. (near the market, Pl. B 2) by the S. road to *Park Mill, Reynoldston*, and *Rhosilly* (6/ ret.); (*b*) from Plymouth St. (Pl. B 2) by the N. road to *Llanrhidian, Llangennith* (5/ ret.), and *Llanmadoc* (5/ ret.); (*c*) from Portland St. on Sat. to *Killay* (2/ ret.) and *Three Crosses* (2/6 ret.). The South Wales Motor Transport Co. (Park St., Pl. B 2) have efficient services to *Llanelly, Oystermouth, Gowerton*, etc.

Steamers. To Glasgow, Greenock, Belfast, etc.; excursion steamers ply in summer to the Mumbles, Cardiff, Porthcawl, Tenby, and various places on the N. coast of Devonshire, see p. xlii.

History. If its name be derived from 'Sweyne's ea,' and not (as some authorities hold) from the Welsh saint Henyd, Swansea was probably a Scandinavian settlement. Its convenient command of the Tawe valley commended it also to the Normans; and Henry de Newburgh or Beaumont, first Earl of Warwick, who led an expedition into Gower in 1099, founded the castle. The town which grew up around this received a charter from William de Braose in 1210, and in its early days endured many vicissitudes through the constant attacks of the Welsh. Swansea furnished ships for coast defence to Queen Elizabeth, and after the Civil War it received a fresh charter from Cromwell. 'Swansea porcelain' was a noted manufacture during the early part of the 19th century. Amongst eminent natives of Swansea are Bishop Gower (d. 1347), who founded and endowed the original Swansea Hospital; Philip Jones the Parlia-

mentarian (1618–74); and Beau Nash (1674–1762) born in Upper Goat St. (tablet). Richard Savage, the poet, lived here in 1739–40, on a pension of £50, to which Pope contributed £20.

From the G.W.R. station (Pl. A 2, 3) we follow the tramway lines S. along High St. and Castle St. Between Temple St., where lines branch off to the right, and Castle Lane (l.) and backing on to the Strand are blocks of modern buildings in which the remains of the *Castle* are so embedded that it is difficult to get a view of them. These are not ruins of Henry Beaumont's castle but of a fortified manor-house erected on its site by Bp. Gower in 1330–2. A picturesque circular turret is visible from Castle St., best seen from the opposite side a little lower down; and a tower with the open arcading characteristic of Gower's work (comp. p. 246) may be seen from Castle Lane and from the Strand. Another view of the ruins may be obtained from the roof of the offices of the Cambria Daily Leader (adm. on application) but little more can be seen. A model in the Royal Institution (see below) shows all the existing remains.

Proceeding through Castle Square to the statue of Sir Hussey Vivian (Baron Swansea; 1821–94), we turn to the right and follow St. Mary's Street to the parish church of **St. Mary** (Pl. B 2), almost rebuilt in 1897 by Blomfield. This church retains in its 15th cent. N. chapel an altar-tomb with effigies of Sir Matthew Cradock and his wife Catherine (Lady Catherine Gordon; d. 1537), the widow of Perkin Warbeck. On the N. of the sanctuary is the recumbent figure of a mass-priest (probably 15th cent.), and on the pavement close by is one of the few good brasses in Wales (to Hugh Johnys, made a Knight of the Holy Sepulchre for services against the Turks 1436–41), with a representation of the Resurrection. In St. Mary's Street, close by, is the ancient *Cross Keys Inn* (soon to be pulled down), behind which (seen from a builder's yard in Cross St.) are the slight remains of *St. David's Hospital*, founded by Bp. Gower for indigent priests. From the W. gate of the church, turning to the left, we follow the tramway-lines viâ Rutland St. to Victoria Rd., in which is the *Royal Institution* (Pl. B 3; adm. 4*d.*; 10 till dusk), which contains the Francis Collection of engravings of old Swansea, a Roman milliary stone from the Via Julia between Nidum (? Neath) and Bomium (? Cowbridge), prehistoric bone remains from Gower, and a reproduction of an early 19th cent. Gower kitchen (chest-bed, cheese-press, etc.). In Somerset Place, farther on (r.), rises the handsome *Town Hall* (Pl. B 3).

The *Public Library* (Pl. A 2), in Alexandra Road a little S.W. of High St. station, contains a good collection of engravings; and directly opposite is the *Glyn Vivian Art Gallery* (Pl. A 2; adm. free).

The *Docks*, with their 6 m. of quays, are worth visiting, the new *King's Dock* (221 acres) being the largest in the

world. A fine view of Swansea Bay can be obtained from the end of the *West Pier* (670 yds.).

From Swansea to *Brecon* and *Hereford*, see Rte. 39; to *Llandovery*, *Llandrindod*, and *Shrewsbury*, see Rte. 32.

The Gower Peninsula.

The ***Gower Peninsula**, a mass of carboniferous limestone 15 m. long and 4–8 m. broad, with undying hill patches of Old Red Sandstone beds, juts out W.S.W. from Swansea into the Bristol Channel. To the N. of it is Burry Inlet with the Llanrhidian Sands, exposed at low tide. The rocky cliffs and wooded ravines of Gower have many attractions, to which is added the old-world atmosphere preserved amongst the descendants of the Flemish colonists (comp. p. 223) who settled here in the time of Henry I and who have kept themselves, at least until recent years, isolated from the rest of Wales, speaking only English. The N. part of Gower, into which projects a spur of the coalfield, is less interesting; but the geology, botany, and antiquities of the whole district are noteworthy. The churches are remarkable for the rudeness of their masonry, the relative smallness of their chancels, and the quasi-military character (p. 218) of their towers, five of which have 'saddle-back' roofs. See *W. H. Jones's* 'History of Swansea and the Lordship of Gower' (1920).

Accommodation is limited and simple except at Swansea and the Mumbles, which are the best bases for exploration, but there are country inns at Reynoldston (p. 217) and Park Mill (p. 217). The only railways on the peninsula are the light railway from Swansea to the Mumbles (see below) and the branch-line from Gowerton to Llanmorlais (see p. 219); but motor coach services (see p. 213) traverse most of the main roads. Gower, however, is a district for pedestrians, and visitors with but a day to spare should take one of the walks described below, which start and finish at points on the motor routes from Swansea.

From Swansea to the Mumbles, 5½ m., light railway in ½ hr. (10½*d.*, 9*d.*). Trains start from Rutland St., opposite the Victoria Station (Pl. B 3), and at (⅞ m) *St. Helen's* pick up passengers from High Street station (electric tramway). The road skirts the famous *Swansea Bay*, preferred by W. S. Landor to the Bay of Naples. This is a favourite anchorage for sailing craft; and along its shore are most of the attractions of a popular seaside resort. On the right we pass *Singleton Abbey*, formerly the seat of Lord Swansea, which has been bought by Swansea Corporation as the site of its new University College. The Abbey is now occupied by the Faculty of Arts, and Science Laboratories are in course of erection. On the left the railway to Shrewsbury (p. 156) runs parallel to the road, crossing it at (2¾ m.) *Mumbles Road.* — At (3 m) *Blackpill* the main road to Bishopston (p. 216) branches off — 4½ m. *Oystermouth* (included in Swansea since 1920) is the station for Langland Bay (p. 216) and Caswell Bay (p. 216) and the chief centre of the Mumbles district. *Oystermouth Castle* (key at the cottage on the left, near the gate), in a good position on the hill, was probably founded by Henry Beaumont (p. 213) towards the close of the 11th century. The existing buildings appear to have been erected by the De Braose family c. 1287, and form an interesting example of the early Edwardian castles, which were intended to be habitable rather than impregnable; it was partially restored c. 1847. The gatehouse, originally flanked by two round or octagonal towers, of which traces

remain, gives access to a single court, which slopes steeply up to the 'palace.' On the left of this is the Banqueting Hall, on the middle floor of a three-storey building in another part of which are the State Apartments. The Chapel, with Geometrical windows and a fine piscina, is at the top of another three-storey building, on the right. Although smaller than Penrice (p. 217), this is decidedly the most interesting castle in Gower. The *Church* has a tower of local type and a 12th cent. pillar piscina; and in the churchyard is the tomb of Dr. Thomas Bowdler (1754–1825) who expurgated Shakespeare, and added a word to the English language.—5 m. *Southend* (Ship and Castle, R. from 4/6, D. 5/; Mermaid; George; Carlton, private; Yacht, temperance).—5½ m. *Mumbles Pier.*

Mumbles, or *The Mumbles*, is a name now applied generally to Oystermouth and the surrounding district, which is noted for its mild and equable climate, and is a seaside resort popular among the workers of S. Wales. Off *Mumbles Head* (253 ft.) are the *Mumbles*, two detached islets (accessible at low-water) on the outer of which are the lighthouse and signal station, and a cavern known as *Bob's Cave*. Mumbles Pier is a pleasant promenade at the terminus of the railway. A beautiful walk may be taken from the pier round the Head, skirting *Bracelet Bay* and the cliff, to (2¾ m.) Langland Bay (see below).

From Swansea to the South Coast and Reynoldston.

This excursion, involving a walk of c. 16 m., touches the main points of interest on the S. coast of Gower. It can be shortened by rejoining the motor route to Swansea at Gower Inn, Tower, or the junction of the lane from Reynoldston (see below).

From Swansea to (4½ m.) *Oystermouth*, see above.—Thence we proceed S. across the neck of a small peninsula to (¾ m.) *Langland Bay* (Osborne), a small but pretty bathing place, with a nine-hole golf-course and a large convalescent home for S. Wales workmen, beyond which we follow the cliffs to (2½ m.) *Caswell Bay* (Caswell Bay, a good family hotel), another charming inlet with a road to Bishopston (see below). A little farther on a path on the left descends to *Brandy Cove*, once a haunt of smugglers. The cliff path goes on to (3½ m.) *Pwll-du Bay* (Beaufort Arms, plain).

The *Bishopston Valley*, a beautiful wooded gorge (interesting to geologists) here diverges on the right. The footpath up this valley forks after c. 1 m., one branch leading N.W. to (3 m.) *Gower Inn*, on the main road (motor service to Swansea) while the other brings us to (2 m.) *Bishopston* (Valley Hotel, plain), close to which is the *Butterston Valley*, another pretty limestone dingle. A road from Bishopston runs N.E. across the open *Clyne Common* to (4¾ m.) Blackpill (p. 215) whence we may return to Swansea, completing a walk of 8¼ m. from Oystermouth.

Beyond Pwll-du Bay rises (4 m.) *Pwll-du Head* (300 ft.) a conspicuous mass of red limestone, with a fine view across Oxwich Bay. We keep to the path along the cliffs, with splendid rock-scenery and views seaward, passing *Deepslade*, a rocky inlet ½ m. W., to (5¼ m.) a branch on the left (near a stone shed) which descends to *Bacon Hole*, in which remarkable deposits yielding mammoth bones and other remains

were discovered in 1850. Beneath (5¾ m.) *Minchin Head*, a conspicuous white knob commanding an exceptionally fine view, is *Minchin Hole* (difficult descent), only 18 ft. wide at the entrance, but penetrating inwards for 170 ft. We next reach (6½ m.) *Shirecombe* and (6¾ m.) *Three Cliffs Bay*, connected by a rocky arch impassable except at low tide.

We may descend to the beach at Three Cliffs Bay (or if the tide does not permit take the coast path) and cross the fine sands of Oxwich Bay to (3 m.) *Oxwich*, see below. The bay sweeps round in a magnificent curve, and with the background of woods and hills rising to Cefn-y-Bryn the scene is one of the finest in Gower.

From Three Cliffs Bay we strike inland, passing (7¼ m.) *Pennard Castle*, a late 13th or 14th cent. ruin, built on a limestone rock overlooking a 'pill' or sea creek, but half buried in blown sand. On the right are Pennard Golf Links. In *Pennard Church*, 1½ m. E., is a curious old barrel-organ (17th cent. ?). About ½ m. N. of Pennard Castle is *Park Mill* (inn), a pretty village on the main road (motor service to Swansea, p. 213) at the junction of two small glens.

The *Ilston Cwm* turns E., and is ascended by the main road to (½ m.) *Gower Inn* (see p. 216) beyond which it bends N. for (1½ m.) *Ilston* (1¼ m. from Park Mill by lane) with a massive church tower. A walk up the *Green Combe*, which runs N.W. from Park Mill (pass through a gate giving access to the first cart-road on the right) brings us in 12 min. to a well-preserved double kistvaen.

From Park Mill we follow the main road W. passing the rebuilt churches of (8¾ m.) *Penmaen* and (9¾ m.) *Nicholaston*, and ¾ m. farther on take the lane diverging on the left and leading S. across Oxwich Marsh to (12 m.) *Oxwich*, which is situated on the shore and commands a splendid *View of the bay. The church has a curious little chancel arch, a chancel barely three paces in length, and a fine 14th cent. altar-tomb of the Delamere family. On the hill above the village are the remains of the so-called *Oxwich Castle*, a Tudor mansion probably built c. 1541, now used in part as a farm-house. There is a track along the coast to Port Eynon (p. 218).

To regain the main road, we may either retrace our steps across Oxwich Marsh or follow a lane over the hill to (1¼ m.) *Penrice*, where the church has a remarkable 14th cent. S. porch. The ruins of *Penrice Castle*, ½ m. N., stand on a steep bluff in a beautiful modern park, and consist of a single irregular bailey strengthened externally by solid circular bastions of unusually small diameter (c. 12 ft.), a gatehouse and a rectangular tower on the N. curtain, and, at the N.W. angle, a round tower (36 ft.) of the late 12th cent., a very rare feature at this early date. We reach the main road in another ¼ m. at *Tower* (Swansea motor service), and continuing W. along it for ½ m., we turn to the right and follow a lane which ascends the face of the long ridge of Cefn-y-Bryn (highest point, 610 ft., 1¾ m. E., view; p. 218) for c. ½ m., and then bears W. along its flank to (16 m.) *Reynoldston* (King Arthur, comfortable).

The visitor not returning to Swansea may put up for the night, and explore S.W. Gower next day. On the N. side of Cefn-y-Bryn, 1 m. from Reynoldston and 1½ m. from Llanrhidian (p. 219), is *Arthur's Stone*, a large dolmen formed of an erratic block of millstone grit 14 ft. by 7 ft., weighing 25 tons.

From Swansea to Worms Head and the West Coast.

With the aid of the motor services from Swansea to Rhossili viâ Port Eynon, and to Llangennith and Llanmadoc, or of the railway from Gowerton to Llanmorlais, this excursion may be divided into three parts: from Port Eynon to Worms Head and Rhossili (c. 9 m.); from Rhossili to Llangennith and Llanmadoc (c. 5 m.); and from Llanmadoc to Llanmorlais (c. 7 m.).

Leaving Swansea by motor we follow the main road viâ (8¾ m.) *Park Mill* (p. 217), (9½ m.) *Penmaen* (p. 217), and (11½ m.) *Tower* (p. 217), to (12½ m.) the point where the branch to Reynoldston turns N. (p. 217). About ½ m. farther on we pass (r.) another lane to Reynoldston and (1 m. beyond it) reach *Knelston*, with a ruined church. The road here turns S., passing the site of Scurlage Castle, and runs on to (17 m.) *Port Eynon* (Inn; lodgings), a fishing village with good bathing. The motor, however, takes the inland road to (21 m.) *Rhossili* or *Rhosilly* (rfmts. and lodgings at farms and cottages; Swansea motor service, p. 213). The bleak looking little church has a good late Trans. S. doorway and a diminutive low-side window. *Rhossili Down* (633 ft.), ½ m. N., commands distant *Views, and at the farther end of the ridge (1 m. N.) are two dolmens known as *Sweyne's Houses.*

The **Walk* from Port Eynon to Worms Head and Rhossili, c. 9 m. (5–6 hrs. along the cliffs), traverses a magnificent stretch of coast scenery. On the farther side of Port Eynon Point is *Culver Hole* (not easy to find, but accessible at half-tide), a cave ingeniously converted by building into a three-storied smuggler's stronghold. About 3 m. W. is *Yellow Top*, a hill below which are the two *Paviland Caves* (difficult of access), in one of which, 'Goats' Hole,' the skeleton of a man, long known as the 'Red Lady of Paviland' (p. xx), was discovered by Dr. Buckland in 1823. About 1½ m. farther on is **Mewslade Bay*, perhaps the finest inlet on this coast, with a raised beach rich in fossils. Less than 2 m. beyond Mewslade (and 19½ m. by direct road from Swansea) is the W. extremity of the mainland, off which is **Worms Head** (*i.e.* 'Serpent's Head') consisting of two rocky islets connected with the mainland and with each other by causeways accessible for 2½ hrs. on each side of low tide. This is the wildest coast scenery in Gower. The Outer Head rises abruptly to a height of 200 ft., and the breaking seas are a magnificent sight in rough weather. A blow-hole near by emits strange whistling sounds. About 2¼ m. E. of the Head and 1 m. N. of Mewslade is the weatherbeaten village of *Rhossili* (see above).

We may return hence to Swansea by motor; or proceed to visit the desolate and sandy but picturesque N.W. corner of the peninsula by following the rough cart-track N. between Rhossili Down and the sea to (3 m.) *Llangennith* or *Llangenydd* (King's Head, fair; Swansea motor service, p. 213). The rather gaunt old church, once that of a small priory, is the largest in Gower; the tower, curiously placed N. of the nave, has a 'saddle-back' roof, and is a fine example of the local quasi-fortified type. We cross Llanmadoc Down, with traces of a British camp, to (5 m.) *Llanmadoc* (Farmers' Arms; Swansea motor service, p. 213) and (5¾ m.) *Cheriton* with a delightful little church (mid-13th cent.); the beautiful

S. *Doorway, good E.E. arches, and axial tower with 'saddle-back' roof are worth noting. Leaving the slight remains of *Llandymor Castle* and the ruins of *Weobley Castle*, a large fortified mansion, on the left, we reach (9 m.) *Llanrhidian* (inn), ¼ m. to the right of the road, with old stone stocks. Thence we proceed to (12 m.) *Llanmorlais*, whence a branch line runs to *Gowerton* (see below). Thence to *Swansea*, see p. 156.

44. FROM CARDIFF AND SWANSEA TO FISHGUARD

From Cardiff, 116 m. in 2¾–3 hrs. (32/10, 17/2½); from Swansea (High St. Station), 73¼ m. in 2 hrs. (20/1½, 10/9½). — This line is the final section of the G.W.R. through route from London viâ Cardiff to Fishguard (for Ireland) see p. 165. Passengers from Swansea join the main line at Landore, by a branch 1½ m. long (see p. 171).

ROAD, 117½ m. — To (45 m.) **Swansea,** see p. 166. — We leave Swansea by High St. (Pl. A 2) and bear to the left. At (48 m.) *Fforest Fach* we take the right fork. — 53½ m. *Hendy*. — 59½ m. *Cross Hands*. — 64½ m. *Llanddarog*. — 70½ m. **Carmarthen** (p. 221). — 79½ m. *St. Clears* (p. 222). — We keep straight on, avoiding the road through Whitland — 81½ m. *Llandowror*. — 85½ m. *Red Roses*, where we turn to the right for (87 m.) *Tavernspite*. — 92½ m. *Narberth* (p. 229). — 102½ m. **Haverfordwest** (p. 238). — 117½ m. **Fishguard** (p. 223).

Cardiff, see Rte. 41. Thence to (44¼ m.) *Landore Junction*, see p. 168. — Beyond Landore the line, together with the main road to Carmarthen (p. 221), crosses the neck of the Gower peninsula (p. 215). 46½ m. *Cockett*. — At (49¼ m.) *Gowerton* we pass under the Shrewsbury to Swansea line (Rte. 32). — 51¼ m. *Loughor*, or *Castell Llwchwr*, the Roman *Leucarum*, on Burry Inlet (p. 215), no longer retains its old importance. On the right is the shell of a square tower (13th or 14th cent.) surmounting the 'motte' cast up by Henry Beaumont (p. 213) soon after the Conquest. We cross the river by a bridge over ¼ m. long and enter Carmarthenshire.

Carmarthenshire, the largest county in Wales, is wholly rural except for a part of the coalfield near Llanelly (see below). Thatched cottages, often with oddly primitive chimneys, are numerous. The Carmarthen Van, near the Brecon border, forms a mountain massif of some height (2400 ft.), but the characteristic landscape consists of broad open valleys in striking contrast to the mountain glens of Carnarvon and Merioneth. Carmarthenshire was the chief centre of the 'Rebecca Riots' (1843–4) when the toll-gates were attacked by mobs in female garb, as "the daughters of Rebecca about to possess the gates of their enemies." (Gen. xxiv. 60.)

54¾ m. **Llanelly** (*Stepney Arms*), on the Burry inlet, is a busy town (36,504 inhab.) with large docks, exporting steam coal and tinplates. The copper-works possess the second highest chimney (320 ft.) in Great Britain. A branch line runs to Pontardulais (p. 156). Motor-coaches ply to (9½ m.) *Cross Hands* (1 hr.; 1/2), and to (6½ m.) *Pembrey* (40 min.; 1/). We now leave the mining country and keep to the coast along an embankment. — 58¾ m. *Pembrey & Burry Port*

(Ashburnham Arms; Cambrian; 5932 inhab.). Burry Port exports some coal.

A branch line runs to (13 m.) *Cwmmawr* via (1½ m.) *Pembrey*, a village on the W. spur of Mynydd Penbre, (6 m.) *Glyn Abbey* in the valley of the Gwendraeth Fawr, and (9 m.) *Pont Henry*.

We cross a salt marsh with Pembrey Burrows on the left. — 64 m. **Kidwelly** (*Pelican Inn*) is a declining but interesting little seaport (3181 inhab.) at the mouth of the *Gwendraeth*. The 'll' in its name is pronounced as in English; the Welsh form is *Cydweli*. The *Castle, on the W. side of the river, was founded in 1094 by William de Londres and was rebuilt towards the end of the 13th cent. Its ruins rank in extent with those of Pembroke and Caerphilly. Though partially concentric, Kidwelly Castle differs materially from the true concentric type. The *Inner Ward*, as at Caerphilly, is rectangular, with a drum at each angle, but the *Outer Ward* is a segment of a circle, the chord of which partly coincides with the E. side of the inner ward. In planning this E. side the engineer relied on the natural strength of the position and deemed dual lines of defence unnecessary. The curtain of the outer ward is, however, unlike Caerphilly, a line of serious fortification, not mere revetting and breastwork. A second peculiarity is the placing of the great *Gatehouse* on the outer (instead of the inner) enceinte, while the entrances to the inner from the outer ward are merely fortified doorways. A beautiful feature is the *Chapel*, occupying the third storey of a tower which projects boldly towards the river from the common (E.) wall of the wards. To the N. and S. of the castle are important subsidiary earthworks, recalling the horn-work at Caerphilly.

The striking cruciform *Church*, with a fine 13th cent. tower and a later broach-spire, was the chapel of a Benedictine priory founded by Roger, Bishop of Salisbury (1107–39), as a cell to Sherborne Abbey. The aisleless nave originally extended farther W. The curious vaulting in the basement of the tower, the alabaster statue of the Virgin and Child in the vestry, and the sepulchral slabs in the S. transept are noteworthy. In the town is an interesting 14th cent. house

The line now bears N., with a fine view (l.) across Carmarthen Bay towards Tenby, and skirts the estuary of the Towy, passing *St. Ishmael's*, near which are traces of *Halkin*, a village submerged in 1606. — 68¼ m. *Ferryside* (Ship; White Lion), a village much frequented by excursionists, is noted for cockles. Llanstephan (see below) is seen across the estuary.

From Ferryside to Tenby by the Coast, 20 m., a walk of considerable interest. We cross the Towy by the ferry (3*d*.) to (1 m.) *Llanstephan* (pron. with 'e' short; Union Hall), the imposing ruined *Castle* of which (view) has an outer and inner ward, with a gatehouse on the enceinte of the former, which seems to have been converted into a keep shortly after its erection. *St. Anthony's Well*, c. ½ m. S.W. of the castle, is a 'pin' or wishing well said to have medicinal properties, with an empty niche which once held a figure of the saint. — About 3½ m. W. of Llanstephan we ferry across the Tâf to (5¼ m.) *Laugharne* (pron.

'Larne'; Globe Inn), originally called *Talachar* and said to derive its present name from the 'turncoat' general Laugharne, who took the castle for the Parliament in 1647 and afterwards deserted to the King. The castle (no adm.), founded c. 1100, was rebuilt by Sir Guido de Brian after its destruction by Llewelyn ap Iorwerth in 1215. A coach runs from Laugharne to *St. Clears*, see p. 222. *Llandawke*, c. 1½ m. W., has an interesting church with an Ogam stone and an effigy sometimes supposed to be that of St. Margaret of Marlos (daughter of Sir Guido de Brian) to whom the church is dedicated. — Beyond Laugharne we skirt the hills (N.) with the marshes on our left and reach the coast at (10 m.) *Pendine* (Beach Hotel; New Inn), a remote village (coach to *St. Clears*, see p. 222) with a golf-course and fine coast scenery. Thence we either walk along the beach or take the inland road over the hill viâ *Marros* (450 ft.) to (14½ m.) *Amroth*, just short of which we enter *Pembrokeshire* (p. 223). Amroth has a castle with a 14th cent. gateway. Off the coast are the remains of a submerged forest. The path along the cliff may now be followed (views) till it drops to the shore again at (16½ m.) *Wiseman's Bridge*, whence we follow the mineral line (caution) below the woods of *Hean Castle* to (17½ m.) *Saundersfoot* (p. 230). *Tenby* (p. 230) is reached thence either by (3 m.) a hilly inland road or by (c. 3½ m.) a footpath along the cliffs viâ (19 m.) *Monkstone Point* (view) and (20 m.) *Waterwynch* (grounds open by courtesy).

The railway keeps to the left bank of the Towy as far as (74½ m.) *Carmarthen Junction*, whence the boat expresses run on W. without entering Carmarthen. Nearly all other trains, however, run into (75¼ m.) *Carmarthen*, afterwards returning to the main line.

CARMARTHEN (*Royal Ivy Bush*, good; *Boar's Head*, an interesting old house), Welsh *Caerfyrddin*, on the Towy, 8 m. from its mouth and below its junction with the *Gwili*, is an important road and railway centre, the county town (10,011 inhab.) of Carmarthenshire, and has been for centuries the focus of Celtic life in S. Wales (comp. p. xxxiv).

Carmarthen is believed to occupy the site, near the bifurcation of the great *Via Julia*, of the Roman *Maridunum* ("that is now by change of name Cayr Marrddin called"), the ruined brick walls of which were apparently still standing in the time of Giraldus Cambrensis (c. 1146–1220). In popular mythology Carmarthen, situated on "winding Towy, Merlin's fabled haunt," is one of the reputed birthplaces of the wizard sage. The castle, probably built by William Fitz Baldwin prior to 1096, was captured by Glendower in 1403, and again by Gen. Laugharne for the Parliament in 1646. Sir Thomas Picton, who fell at Waterloo, General Sir W. Nott (1782–1845), victor in the First Afghan War, and Sir Lewis Morris (p. 222), were natives of the town. Sir Richard Steele (p. 222), who lived for some time in what is now the Ivy Bush Hotel, died in King Street.

On the way from the station we pass the County Gaol, which incorporates what is left of the *Castle* (see above). The chief surviving features are the 14th cent. gatehouse, approached from Nott's Square, and the early Norman motte.

The parish church of *St. Peter*, a stately building at the end of Spilman Street, is largely of the 14th century. The tower is a fine example of the local fortified type, but the dark interior with its parallel naves is more characteristic of North Wales. At the E. end of the S. chapel is a lofty altar-tomb with recumbent effigies of Sir Rhys ap Thomas (d. 1525), who fought for Henry Tudor at Bosworth and of his wife. In the S. aisle are monuments to Lady Vaughan (d. 1672;

curious inscription), Bp. Ferrar of St. David's (burned in the market-place, 1555), Gen. Nott, and Sir Richard Steele (see p. 221). The *Parade*, reached from Spilman Street by Parade Road, commands a good view of the Towy. Thence a pleasant walk, called *Pondside*, leads along the river to (2 m.) *Abergwili* (p. 155).

On the opposite bank of the Towy, 2 m. E. of Carmarthen Bridge, is *Llangunnor*, in the primitive little church of which is a monument to Sir Richard Steele (1672–1729), who lived for some years at *Tygwyn*, a house near by (now a farm), which belonged to his second wife, Mary Scurlock ('Dearest Prue' of the Letters). Sir Lewis Morris (1833–1907), author of the 'Epic of Hades,' who lived at *Penbryn* (1 m. S. of Carmarthen, on the Kidwelly Road), is buried in the churchyard.

Motor Coaches of the G.W.R. ply from Carmarthen to *Cross Hands* (1 hr.; 1/6), *Llandebie* (1¾ hr.; 2/2), and *Ammanford* (2 hrs.; 2/6). Excursions may be made in the valley of the Towy above Carmarthen to *Grongar Hill* (p. 155). *Dynevor Castle* (p. 154), *Castell Carreg Cennen* (p. 155), and *Llandilo* (p. 154). *Kidwelly* (p. 220), *Llanstephan* (p. 220), and *Laugharne* (p. 220) are likewise within easy reach.

From Carmarthen to *Aberystwyth*, see Rte. 45; to *Milford Haven* and *Newland*, see Rte. 48; to *Shrewsbury*, see Rte. 32; to *Tenby* and *Pembroke Dock*, see Rte. 47.

Beyond Carmarthen Junction the main line crosses the Towy, passes over a low watershed, and skirts the N. border of the alluvial plain at the mouth of the Tâf. — 82¾ m. *St. Clears* (Swan), a large village on the Via Julia, was incorporated until 1889. Owen Glendower was defeated here by the men of Pembroke in 1406; and in 1843–4 the village was a focus of the Rebecca Riots (p. 219). The church, with a 'low-side' window and a tower that batters the whole way up, retains the striking Norman chancel arch of a small Cluniac priory which was attached in 1291 to St. Martin-des-Champs, in Paris.

Coaches run thrice daily from St. Clears to (5 m.) *Laugharne* (p. 220) and once daily to (10 m.) *Pendine* (p. 221).

At (88½ m.) **Whitland** (*Yelverton Arms; Railway Hotel*), now a railway junction of some importance, Hywel Dda (908–949) prepared the codex of the ancient Welsh laws, still known as 'Howell the Good's Code.' *Whitland Abbey*, 2 m. N., is the insignificant ruin of a once great Cistercian house, the 'Alba Domus' of Giraldus, founded by Barnard, Bp. of St. Davids, in 1143, which colonised Cwmhir (p. 150) in the same year and Strata Florida (p. 226) in 1164.

From Whitland to *Cardigan*, see Rte. 46; to *Tenby* and *Pembroke Dock*, see Rte. 47.

About 2½ m. beyond Whitland the Cardigan line (Rte. 46) diverges on the right, ascending the valley of the Tâf. The main line holds its W. course, with the Precelly Hills (p. 227) visible on the right. — 93¾ m. *Clynderwen*.

The old line to Fishguard (24 m.; rail-motor), diverging here to the N., runs viâ (8¼ m.) *Rosebush* (good inn), the nearest station to Precelly Top (p. 227), and rejoins the main line beyond (17¼ m.) *Letterston* (Rfmts.), the nearest station to St. Davids (p. 241; 14 m.), to which, however, no public conveyance plies.

In the porch of the rebuilt church of Letterston is a curious piscina. *Sealyham*, 1½ m. S.E. of the station, gives name to a fashionable breed of terriers.

About 2 m. beyond Clynderwen the railway crosses the *East Cleddau* and we enter Pembrokeshire.

Pembrokeshire is an undulating and diversified county with a long and deeply indented coast-line famous for its wild grandeur. Its castles are as interesting (and almost as numerous) as those of Glamorganshire, and its churches, even apart from the fine structures at St. Davids, Tenby, and Haverfordwest, exhibit a strongly marked and interesting individuality. A line drawn roughly E. and W. through Narberth and Haverfordwest sharply divides the Welsh-speaking population on the N. from the English-speaking inhabitants on the S. The latter are descended from the Flemings who formed an extensive settlement here in 1107 (comp. p. 215), and S. Pembrokeshire is still often called 'Little England beyond Wales.' Flemish influence is clearly traceable in the domestic architecture, as in the quaint chimneys of the cottage ovens, and in the curious lug-sail boats fishing from Milford Haven. Pembroke and the neighbouring shires were called Demetia by the ancient chroniclers, from the British tribe of the Dimetæ or Demetians. The peregrine falcons of Pembrokeshire were once famous.

The railway ascends a branch of the East Cleddau valley to (100 m.) *Clarbeston Road*, where the line to Haverfordwest, Neyland, and Milford (Rte. 48) branches to the S. The West Cleddau is reached at *Trefgarn* (p. 239; no station) and we rejoin the older line from Clynderwen near Letterston (p. 222).

115¼ m. **Fishguard & Goodwick.** The railway station is at *Goodwick* (Goodwick Hotel; Edna House, Sunnyholme, boarding houses) a pretty little watering-place in the making, on the W. side of Fishguard Bay. **Fishguard** (*Great Western; Commercial*, R. or D. 4/; *Symons' Temperance, Gwynfy*, both plain), 1 m. S.E. of the station (hotel omnibuses), is a picturesque little town (2999 inhab.), perched high above a smaller harbour-village on a nearly landlocked inlet at the S. of the bay. The *Cambrian Inn*, near the market, is now a small museum; at the *Royal Oak* are relics of the French invasion (see below), and at the *Black Bull*, the headquarters of the British force, the surrender was signed. Jemima Nicholas (d. 1832) who took part in the defence, is buried in the churchyard. — 116 m. **Fishguard Harbour** (*Rfmts.; Fishguard Bay Hotel*, a large first-class railway hotel, R. from 7/, D. 6/), on the N.W. shore of the bay, is a modern port belonging to the G.W.R., and was first used by ocean-going liners in 1908. Its construction involved the blasting of 2,000,000 tons of rock and the building of a breakwater 2500 ft. long. Steamers of the G.W.R. sail hence daily (Sun. excepted) to (54 m. in 2¾ hrs.) *Rosslare* in Ireland.

The Pencaer Peninsula, W. of Goodwick, abounds in prehistoric antiquities, and its chief points may be visited in a round of 13½ miles. From Goodwick we ascend the hill to the N.W., leaving a dolmen on the right and passing an inscribed stone at a cross-roads, to (1½ m.) *Llanwnda*, with an interesting church of which Giraldus Cambrensis was once rector. Farther on is (2½ m.) *Careg Gwastad Point*, where, on Feb. 21st, 1797, three French frigates landed an invading force of 600 regulars and 800 convicts, under Gen. Tate, an Irish-American, which three days later surrendered to the militia under Lord Cawdor. Local tradition has it that the surrender was hastened by the appearance of a large body of red-cloaked Welshwomen, who were mistaken for British soldiers. We regain the high road at *Trehowel Farm*, Gen. Tate's headquarters, and

continue W. to (5½ m.) *Strumble Head*, with a lighthouse commanding fine views of the coast of Cardigan Bay from St. David's Head to Bardsey Island. Crowning one of the highest points (548 ft.) in Pencaer (2 m. S.), and overlooking the sea to the W., is *Carn Fawr*, a fine British camp. We may proceed S., passing *Castell Poeth*, a small earthwork, to (9½ m.) *St. Nicholas*, with an inscribed stone built into the wall of the church, and return by a road N.E. over the hill to (13½ m.) *Goodwick*.

From Fishguard to St. David's, 16 m. The direct road viâ (6½ m.) *Mathry* and (10½ m.) *Croesgoch* (inn) is devoid of interest. Pedestrians are recommended to take the road viâ (4 m.) *St. Nicholas* (see above) and (8 m.) *Abercastle*, ½ m. beyond which is the *Longhouse*, a dolmen 18 ft. long, resting on six supports. Thence we proceed along the coast, with fine cliff scenery.

From Goodwick to Newport and Cardigan, 20 m., G.W.R. motor coach four times daily in 2¼ hrs. (4/2); to Newport, 8 m. in 1 hr. (1/9). The road traverses (1½ m.) *Fishguard* (see above) and at a cross-roads c. 3½ m. farther on passes 2½ m. S. of *Dinas Head* (463 ft.), a boldly projecting headland. 8 m. *Newport* and thence to (20 m.) *Cardigan*, see p. 228. An alternative route (11 m.) from Goodwick to Newport, recommended to walkers, is viâ the charming valleys of the *Gwaen* and the *Clyddach*.

45. FROM CARMARTHEN TO ABERYSTWYTH

56 m. G.W.R. in 2¾–3 hrs. (16/7½, 8/2). This route serves the remote agricultural districts of mid-Cardiganshire, and is a useful link between S.W. Wales and the tourist-resorts of Cardigan Bay and Central Wales.

Road, 50 m. We follow the Llandilo road for 1 m., then branch twice to the left to reach (7 m.) *Conwil Elvet* (see below). — In 6 m. we bear to the right for (14 m.) *Pentre Cwrt* and (16 m.) *Llandyssul* (see below). — 27 m. *Synod Inn* (p. 229). — 34 m. **Aberayron** (p. 225). — 41 m. *Llanrhystyd* (p. 227). — 47 m. *Pentre-Bont*. — 50 m. **Aberystwyth** (p. 142).

Carmarthen, see p. 221. After 1½ m we diverge to the N. from the valley of the Towy and the railway to Llandilo (p. 155), and ascend the tortuous, oak-clad valley of the *Gwili*. — At (6½ m.) *Conwil* the main road to Llandyssul (see below) and Newcastle Emlyn (p. 225) diverges N.W. to ascend the *Duad*. — 9½ m. *Llanpumpsaint*, 'the Church of the Five Saints' (SS. Ceitho, Celynen, Gwyn, Gwyno, and Grynnoro), has a church with a 'low-side' window and a mediæval altar-slab under the communion table with the possibly unique number of nine crosses. We now quit the Gwili, traverse a hilly district with no pretension to mountain grandeur, thread a tunnel, and descend the valley of the *Twyeli*, a small tributary of the Teifi. — 14½ m. *Pencader*, with an old fortified mound

From Pencader to Newcastle Emlyn, 10½ m. branch railway in ½ hr. (3/1, 1/6), descending the valley of the Twyeli. — 3½ m. *Llandyssul* (Rfmts.; Forthl Hotel, good). The station lies ¾ m. S.W. of the little town, which is charmingly situated on the N. bank of the Teifi, in Cardiganshire. The 13th cent. church has a massive Norman tower, in which is preserved an inscribed stone that is perhaps of the 6th century. — Motor-coaches (G.W.R.) run hence twice daily to (c. 15 m. in 2 hrs.; 2/6) **New Quay** (*Black Lion; Queen's*), an attractive little seaside resort (1253 inhab.) built on a steep, rocky slope on Cardigan Bay. From *New Quay Head* (c. 300 ft.), which projects boldly to the N., there is a magnificent view, looking N. and N.E. across Cardigan Bay, to the distant Lleyn peninsula (p. 120) and the summits of Snowdon, Cader Idris, and Plynlimon.

Beyond Llandyssul the railway descends the delightful valley of the *Teifi*, which in the time of Giraldus abounded "with the finest salmon more than any other river of Wales," and is still sometimes regarded as the best salmon and

trout river in Wales. The beavers, however, which Giraldus believed to be found nowhere else in Wales or England, are extinct. — 7½ m. *Henllan*, with rapids and a picturesque bridge across the river. — 10½ m. **Newcastle Emlyn** (*Salutation; Emlyn Arms; Cawdor*, unlicensed), on the S. side of the Teifi, in Carmarthenshire, is a good fishing centre (851 inhab.). Of the 'new castle,' which was probably built by Sir Rhys ap Thomas in the time of Edward I, there remains nothing but the gateway. The original Norman castle, of which there are no traces, was apparently on the Cardiganshire side of the river in the old borough of *Adpar*. — Motor-coaches run to (10 m.) *Cardigan* (p. 228).

The next section of the line, as far as Strata Florida (p. 226), was once known as the 'Manchester and Milford Railway,' having been originally part of a line planned to connect these two places. — Beyond (16¾ m.) *Bryn Teify* we reach the valley of the *Teifi*, which below Lampeter divides Cardiganshire first from Carmarthenshire and then from Pembrokeshire, and follow up its S.E. (or Carmarthenshire) bank for several miles. — 22½ m. *Llanybyther* (Black Lion, R. 3/ D. 3/6), a pleasant haunt of anglers. At *Pencarreg*, c. 1½ m. N.E. is one of the most interesting old fonts in Wales. We pass *Llyn Pencarreg* (l.) and on the right is the Carmarthen to Aberystwyth high road, here part of the Roman Sarn Helen.

27½ m. **Lampeter** (*Black Lion*, good; *Walters' Temperance*), anciently called Llanbedr Pont Stephen, is a small market-town (1813 inhab.) and the assize town of Cardiganshire, delightfully situated in the valley of the Teifi, surrounded by wooded hills. *St. David's College*, to which it owes much of its importance, has about 150 students in residence, mostly preparing for the Welsh church. Founded in 1822 by Bp. Burgess of St. David's, it is affiliated to Oxford and Cambridge Universities, and possesses by charter the privilege of conferring certain degrees both in Arts (B.A.) and in Divinity (B.D.). Its students (unlike those of the University of Wales) live in college and dine in hall. The college buildings are grouped round a picturesque quadrangle and encircled by pleasant grounds. The library contains a good collection of theological and historical works, besides several early MSS. and printed books, including a Lübeck missal that is unique in Great Britain.

From Lampeter a branch-line (13¼ m.; rail-motors in 50 min., 1/11½) runs to the N.W. over the hills and down the charming Vale of Ayron to (13½ m.) **Aberayron** (*Royal Feathers*, good; *Monachdy Arms*), a town of 1313 inhab., with a shingle beach and a small harbour at the mouth of the Aeron or Ayron, which is crossed by a rope-ferry. In summer it is frequented largely by S. Welsh miners as a bathing-resort. — Motor-service to *Aberystwyth*, see p. 142. — A charming cliff walk leads hence to (6 m.) *New Quay* (p. 224).

From Lampeter to *Llanwrda* by road, see p. 153.

The railway now leaves the Teifi and ascends a parallel tributary valley. To the left of (29¾ m.) *Derry Ormond* is a conspicuous column. This district is rich in menhirs, cairns, and tumuli; and the silver mines of *Llanfair*, 2 m. S.E., date from Roman times. — At (34¾ m.) *Pont Llanio* we return to the Teifi valley. A Roman station here on the Sarn Helen (p. 58) has been identified as the *Luentium* of Ptolemy (comp.

p. 152). About 1¼ m. S.E. is the interesting village of *Llanddewi Brefi*, where St. David attended a synod in 519, possibly for the purpose of confuting the Pelagian heresy, but more probably for the enactment of local rules of discipline. The present church of St. David ('Dewi' = David), a large bare structure with a lofty central tower, was originally cruciform but both transepts have disappeared. It was probably rebuilt c. 1287 in connection with a college established here by Bp. Beck of St. David's for a precentor and 12 prebendaries. Of the three rude Celtic crosses in the churchyard the middle one is called St. David's Staff. Built into the N.W. exterior angle of the church are two fragments of the gravestone of Bp. Idnert, the last bishop of Llanbadarn Fawr (p. 144), who was murdered c. 720.

37 m. **Tregaron** (*Talbot Arms*), a small and ancient town picturesquely situated on a tributary of the Teifi, derives its name from Caron, a self-made monarch and bishop of the 2nd–3rd cent. The church has a good example of a quasi-fortified tower. Twm Shon Catti (p. 153) was born here; and a monument commemorates Henry Richard (d. 1888), the advocate of international arbitration, who also was a native.

For the rough road hence across the mountains to the E. to (14 m.) *Abergwessin* and (19 m.) *Llanwrtyd* (p. 152), see p. 152. — About 4 m. W. of Tregaron, at the head of the Vale of Ayron, is *Llangeitho*, a great centre of Methodism, with a statue of the Rev. Daniel Rowlands (d. 1790) the revivalist.

The railway now skirts on the left the vast bog of *Gors Goch Glan Teifi*, about 4 m. in length by 1 m. in width, and a gathering ground of the Teifi. This is the largest peat moss in Wales and afforded much fuel during the War.

42 m. *Strata Florida*, a Latinized form of *Ystrad Fflur*, 'the plain of the bloom.' Nearly 3 m. E. of the station, beyond *Pontrhydfendigaed* ('the bridge of the blessed ford'; inns; omnibus from the station), are the slight, but interesting remains of **Strata Florida Abbey,** once one of the most celebrated monasteries in Wales.

Its origin is doubtful. It was certainly a Cistercian house, perhaps founded by Rhys ap Gruffydd, though possibly his grandfather Rhys ap Tewdwr had already established, towards the close of the 12th cent., a Cluniac house of which traces seem to exist, c. 2 m. distant, at the spot now called Yr Hen Mynachlog ('the old monastery'). On the other hand it has been contended that the Cistercian house was probably founded by the Clares, who possessed the adjacent castle of Ystrad Meurig, now represented by very slight traces near Strata Florida station. In any case Strata Florida was intensely Welsh in character, and "was, in fact, the political, religious, and educational centre of Wales in the 11th and 12th centuries." It was also the burial-place of many of the Welsh princes and (traditionally) of the poet, Dafydd ap Gwilym (d. c. 1400).

The church (c. 1170–1200), which in Leland's time was "large side-ilid, and crosse ilid," was on the usual Cistercian plan, and was slightly larger (length 213 ft.) than St. David's Cathedral. With the exception of the W. front, few of the remains are of much architectural importance, but the ground-plan can be identified, and there are points of detail of great

value. The W. doorway (not quite in its original mediæval form) is unique in Britain, though presenting some analogy to one at Léau, in Belgium; the framing cluster of rolls, continuous from the ground, is tied together at intervals by bands terminating in crozier-like ornaments. Altar bases may be recognized W. of the crossing and in some of the former transeptal chapels which likewise retain in situ their paving of beautiful 14th cent. tiles (an uncommon distinction). Preserved in these chapels are numerous fragments of sculptured work of great delicacy and beauty, which prove the original richness of the architecture—a strange innovation at so early a period on the orthodox Cistercian severity. Another striking feature, perhaps unique, is the survival of the monks' graves, with small head-crosses showing Celtic influence, in the exterior angle between the presbytery and S. transept. To the S. of the S. transept (in which the night-stairs may still be traced) are the ruins of two small buildings (a sacristy and perhaps a book-closet), and of the chapter house to the S. again. The nave arcades at Strata Florida were of markedly local character, the clustered piers being raised on plainly chamfered rectangular plinths c. 7 ft. high.

The *Teifi Pools*, situated amid wild scenery, 3½ m. beyond the Abbey, are the source of the river Teifi, and are well stocked with trout.

The railway now leaves the basin of the Teifi, and crosses to the charmingly wooded valley of the Ystwyth. — 47 m. *Trawscoed*, with *Crosswood Park*, the seat of the Earl of Lisburne. A pleasant road runs hence to Pont Rhyd-y-Groes (p. 147) and (10 m.) the *Devil's Bridge* (p. 145). — At (50 m.) *Llanilar* (Falcon Inn) the church exhibits a good example of the Welsh type of roof (14th cent.). — Beyond (53 m.) *Llanrhystyd Road* (6 m. N. of Llanrhystyd) we obtain on the left a good view of Aberystwyth and the sea. — 56 m. **Aberystwyth**, see p. 142.

46. FROM WHITLAND TO CARDIGAN

27½ m. G.W.R. in 1¾ hr. (7/10½, 4/).

ROAD (from Tenby), 32 m. — 5 m. *Begelly* (p. 230). — 10 m. *Narberth* (p. 229). — 11 m. *Redstone Cross*. We turn to the right, and then to the left for *Llandissilio* and (24 m.) *Crymmych Arms* (see below). — 32 m. **Cardigan** (p. 228).

Whitland, see p. 222. The line, diverging to the right from the main Fishguard line (p. 222), 2½ m. W. of Whitland, ascends the picturesque valley of the *Tâf*, which narrows to a deep glen above (6 m.) *Login* (inn). At (8¾ m.) *Llanglydwen* we cross the line of the Via Julia (p. 221). — 16½ m. **Crymmych Arms** (*Hotel*) is the nearest station to Newport (see p. 228). This may be made the starting-point of a walk along *Mynydd Preseli* or the *Precelly Hills*, the highest ridge in Pembrokeshire, to (6 m.) *Precelly Top* (*Moel-cwm-Cerwyn*; 1760 ft.), the view from which is said to extend from Dunkery Beacon,

on Exmoor, 80 m. S., to Snowdon, 80 m. N. The descent may be made on the S.W. to (2 m.) *Rosebush* (p. 222).

Recent research has shown that the stones of Stonehenge were quarried in these hills and carried thence along the old trade route from Ireland (comp. p. xxi), thus explaining Geoffrey of Monmouth's belief that the stones were actually brought from Ireland.

FROM CRYMMYCH ARMS TO NEWPORT, 11 m. The road leads N.W., with the Precelly Hills conspicuous on the left, and runs via (4 m.) *Eglwyswrw* and (7 m.) *Felindre*. – 11 m. **Newport** (*Llewngwair Arms; Commercial*), an old seaforing borough and watering-place, has amid beautiful surroundings on the estuary of the *Nevern*, which here enters Newport Bay. It is said to have had a brisk woollen trade until a visitation of the plague in Tudor times diverted the market to Fishguard. The church has a Norman font. Incorporated with a modern mansion, S. of the town, are the remains of a 13th cent. castle (no adm.), which seems to have superseded the earlier stronghold of Llanhyvor (see below). A mediæval pottery kiln was discovered in 1921 in the foundations of the War Memorial Hall, and is to be preserved intact. The *Pentre Ifan*, one of the finest dolmens in Wales, lies c. 2½ m. S.W.

Newport may be reached also from *Goodwick* (see p. 223) by motor-coach which goes on four times daily to (12 m.) *Cardigan* (see below), passing (2 m. N.E. of Newport) *Nevern*, noted for its fine 9th cent. churchyard cross, 12½ ft. high. The picturesquely situated church contains a stone coffin-lid, with a remarkable early cross. On the hill above Nevern are traces of *Llanhywo Castle*, probably the motte-and-bailey castle founded in the 11th cent. by the Norman adventurer Martin of Tours. The dolmen, known as *Llech y-Drybedd* lies 2½ m. N.N.E.

The Cardigan line descends through beautiful scenery, with fine views, to (24½ m.) *Cilgerran* (Inn), a large village, with quarries, in a situation of great natural beauty on the Teifi. The ruins of the *Castle*, originally founded by Roger de Belesme (whose Norman motte-and-bailey plan is still discernible) but probably rebuilt by William Marshal, Earl of Pembroke, after 1204, stand on a cliff overlooking the river. The castle had two wards, but little now remains save two drums and some fragments of broken curtain. Henry II visited this castle on his way to Ireland in 1172, and it was taken by Llewelyn ap Iorwerth in 1213. Cilgerran is most pleasantly visited by boat from Cardigan.

27½ m. **CARDIGAN** (*Black Lion*, R. 4/, D. 4/; *Commercial*), the county town (3452 inhab.) of Cardiganshire, stands on the Teifi (hence the Welsh name *Aberteifi*) c. 3 m. from its mouth. The *Castle*, built by Rhys ap Gruffydd in the time of Henry II, fell to the Parliament in 1645, when Jeremy Taylor was among the captured garrison; all that remains are some portions of the keep (incorporated in a private house) and two ruined drums. The *Church* has been rebuilt with the exception of the chancel, in the E. window of which are remains of ancient glass. There is a picturesque view from the bridge over the Teifi, on which coracles (p. 180) are still used. The *Priory* (near the church), on the site of a Benedictine house, was the home of 'the matchless Orinda' (Mrs. Katharine Philips; 1631–64), who inspired Jeremy Taylor's 'Discourse of Friendship' (1657). About 1 m. below Cardigan is *St. Dogmael's Abbey*, founded in the 12th cent. by Martin of Tours (see above) for the reformed Benedictine order of St. Bernard of Tiron. The ruins (in the vicarage gardens) com-

prise the N. transept and part of the nave of the conventual church and a fragment of the refectory. Near by is a stone with bilingual inscriptions, one of which is in Ogams.

Gwbert-on-Sea (Cliff, R. from 3/6, D. 4/6), c. 3 m. N.N.W. of Cardigan at the river mouth, is an attractive little bathing resort, with a golf-course and fine cliff scenery.

FROM CARDIGAN TO NEWCASTLE EMLYN, 10 m., motor-coach five times daily in 1 hr. (1/8). The road ascends the charming valley of the *Teifi* (p. 224). We keep to the right at (½ m.) the fork and striking the river at (3 m.) *Llechryd*, thence closely follow the N. bank. At (7 m.) *Cenarth* (Inn), prettily situated near a salmon-leap, we cross the river. 10 m. *Newcastle Emlyn*, see p. 225.

FROM CARDIGAN TO ABERAYRON, 22 m., no public conveyance. The excellent but uninteresting road leading N.E. from Cardigan runs at some distance from the sea, but digressions may be made at various points for the sake of the fine cliff scenery on the coast. Thus about ¼ m. beyond (4 m.) *Tremain* a road diverges on the left for *Aberporth* (Ship), a pretty little fishing village, 2 m. to the N. About 3 m. farther, beyond (7 m.) *Blaenporth*, another side-road leads left to *Penbryn* (1½ m.), a hamlet with a good bathing beach; and from the cross-roads at (10 m.) *Bryn Hoffnant* another descends to *Llangranog* (4 m.; inns), a hamlet in the narrowest of ravines between two precipitous headlands. The main road pursues its somewhat dull course to (15 m.) the *Synod Inn*, where it crosses the road (motor-coach, see p. 224) from Llandyssul to New Quay (p. 224), which lies 3½ m. N. of this point. A little farther on we begin to descend, with a view of Cardigan Bay. 18 m. *Llanarth* (Llanina Arms). — 22 m. *Aberayron*, see p. 225.

Motor-coach from Cardigan to *Newport* and *Goodwick*, see p. 224.

47. FROM CARMARTHEN TO TENBY AND PEMBROKE DOCK

41½ m. G.W.R. in 2¼ hrs. (12/3, 6/0½); to *Tenby*, 30 m. in 1¼–1½ hr. (8/9, 4/5). Through carriages run on expresses from London (Paddington) to (249¾ m.) *Tenby* in 6½ hrs. (73/2½, 36/7½); to (261 m.) *Pembroke Dock* in 7¼ hrs. (76/1½, 37/11½).

ROAD, 37 m. — To (15 m.) *Red Roses*, see p. 219. — We proceed straight on to (21 m.) *Kilgetty* (p. 230). — 21½ m. *Begelly Common*, where we turn to the left for (27 m.) **Tenby.** Thence it is 10 m. to **Pembroke** (p. 235) viâ *Lamphey* (p. 234). We may avoid Tenby by keeping straight on at Begelly Common, and reach Pembroke thence in 10 m.

Carmarthen and thence to (14¼ m.) *Whitland*, see pp. 221, 222. At Whitland our route diverges to the left from the main line to Fishguard, and enters *Pembrokeshire* (p. 223). — 19½ m. **Narberth** (*Rutzen Arms; King's Arms*, temperance), originally 'Castell yn Arberth,' on a steep hill ¾ m. W. of the station (omnibus), is a small borough and market-town (1140 inhab.), recalling some of the picturesque hill-top towns of Normandy. It was burned by the Danes in 994. Nothing now remains of the original Norman castle, destroyed by the Welsh in 1115; but there are fragments (enceinte and drum towers) of a later stronghold built c. 1246 in a position of great strength by Sir Andrew Perrot, and said to have been a residence of the S. Welsh kings. It was given by Henry VIII to Sir Rhys ap Thomas and was dismantled after the Civil War. The rather large parish church (restored), with a curiously complicated ground-plan, has a quasi-fortified tower on the N. of the nave.

In the wooded glen of the Eastern Cleddau, c. 4 m. N.W., is the little village of *Llawhaden*, overlooked by a castle, the lordship of which is said to have entitled the bishops of St. David's to sit in Parliament. The moated remains (late 13th cent.) include a rectangular court, with polygonal angle-towers, and a gateway with a flying arch. The castle was stripped of its lead roofing by the 'plundering prelate' Bp. Barlow (p. 246) in the 16th century. The parish church, which has a tower of the local quasi-defensive type on the S. of the nave, with a lower embattled tower attached on its S. side, presents some other noteworthy features.

The railway crosses a ridge with several sites of archæological interest. British and early Flemish settlers threw up earthworks here, and there is a local tradition that the Ark rested upon a hill at *Ludchurch*, 2 m. S.E. of the highest point of the railway. — 22½ m. *Templeton* once belonged to the Knights Templars at Slebech (p. 239). — Near (25 m.) *Kilgetty* we touch a fringe of the contorted and broken anthracite coalfield of Pembrokeshire. *Begelly* church, ¾ m. W., has a tower of local type, with the extremely rare addition of corner pinnacles. — 25¾ m. *Saundersfoot* (Cambrian; Hean Castle), 1½ m. S.E. of the station (omnibus), a small port and seaside resort, stands at the mouth of two glens, on a beautiful bay. The church of St. Issel, pleasantly situated on the way from the station to the village, has an interesting Norman font and a pre-Reformation bell.

30 m. **TENBY** (4830 inhab.), an attractive and popular seaside resort, with both a summer and a winter season, is finely placed on a limestone promontory, with a sandy bay on each side. It has been described as 'one of the most complete and interesting examples of an English walled town now remaining,' and offers in addition all the usual attractions of a watering-place. There is a fine view across Carmarthen Bay, with its ever-changing colour, to the cliffs of Worms Head (p. 218). Tenby is an excellent centre for the exploration of S. Pembrokeshire, while its immediate neighbourhood is a happy hunting ground for the naturalist.

Hotels. Imperial; Coburg; Royal Gate House, R. from 5/, D. 5/6, pens. 5–6 gs. per week; Royal Lion; Peerless, all facing the sea; Tudor Temperance.

Baths. Lexden Terrace.

Post Office, Tudor Square.

Motor Coaches run in the season to places of interest in the neighbourhood.

Steamers ply to and from Bristol in summer.

Golf Links. To the W. of the South Sands; 2/6 daily, 10/ weekly.

History. Tenby, the old Welsh name of which is *Dynbych-y-pysgod* (the 'precipice of fishes'), may have existed in Roman times, but is first definitely mentioned as a Danish fishing station. It became an important settlement of Flemish cloth-workers in the time of Henry I (c. 1111), and was more than once sacked by the Welsh. The Earl of Richmond (afterwards Henry VII) and the Earl of Pembroke took refuge here after the Battle of Tewkesbury (1471) and, so tradition says, escaped hence to Brittany. Tenby was a flourishing seaport in the time of Henry VIII, and its walls were strengthened under the threat of the Armada. During the Civil War it was garrisoned for the king, but it surrendered in 1644, after a three days' siege. It fell into decay (save for the industry of smuggling) during the 18th cent., and its development as a watering place dates from the opening of the railway.

From the railway station Warren Street leads into the town, and is continued by White Lion Street to the sea-front.

Where South Parade branches on the right, we reach the main section of the original TOWN WALL (c. 1458) which goes on as far as South Cliff. Protected on the seaward side by cliffs, the town was defended by this continuous fortified curtain drawn across the base of the peninsula, with a short return section on the N., a small part of which, near the sea, has been destroyed. The wall, about 20 ft. high, is strengthened externally by bastions, of which all except one are cylindrical. The sole remaining gate, *St. George's Gate,* near the middle of the wall, is protected externally by a remarkable semicircular barbican (the 'Five Arches'), which retains its sole original entrance on the N. side, with the favourite mediæval trap for attackers, consisting of a right-angled turn.

ST. MARY'S, the parish church, in the centre of the town, has a 13th cent. tower of local type and a contemporary window in the S. aisle, but is now mostly of the 15th cent., with Perp. nave arcades decorated by capitals of the so-called Devonshire foliage. The stone spire is 152 ft. high. The ground-plan is irregular owing to the nature of the site, and below the raised sanctuary is a crypt. On the S. of the chancel are two carved alabaster altar-tombs with recumbent effigies in freestone of John (d. c 1490) and Thomas White (d. 1482), the latter the mayor of Tenby who aided the escape of the Earl of Richmond. Other features of the church are the fine 17th cent. pulpit; the roofs of the chancel and S. aisle; the tomb of Bp. Tully of St. Davids (1460–81) in the N. of the chancel; and the ghastly 'memento mori' in the N. aisle. The W. doorway (14th cent.) has an ogee head and a mutilated inscription. Opposite it are slight ruins of a Carmelite nunnery founded by John de Swynemore in 1399.

The CASTLE HILL (views), projecting between the North and South Sands beyond the *Harbour,* is laid out as a promenade and surmounted by a marble statue of the late Prince Consort by J. E. Thomas. Near the entrance is the *Museum* (adm. 6*d.*), which, besides local natural history collections and prehistoric remains, contains also some weapons taken from the French invaders at Goodwick in 1797 (p. 223). The remains of the *Castle,* first mentioned in 1152, are inconsiderable; the small round keep, not earlier than the 13th cent., has been described as 'a miniature copy of the keep at Pembroke.' Below is the iron *Victoria Pier. St. Catherine's Rock,* a spur of the headland cut off at high water, has a dismantled fort (adm. 2*d.*) during the construction of which Roman coins of the Lower Empire were discovered.

A good short cliff-walk leads N. to (c. 3½ m.) *Saundersfoot,* see p. 221. — In the opposite direction (S.W.), where the shore is at first less rugged, we may traverse the South Sands or 'The Burrows' (golf-links), to (1½ m.) *Penally* (p. 233). The walk may be continued to (2¼ m.) the cliff-top at *Giltar Point,* opposite Caldey Island (p. 232), and along the top of magnificent limestone cliffs, to (3¾ m.) *Proud Giltar,* descending thence to (4½ m.) the secluded and delightful *Lydstep Haven.* We cross the beach and the neck behind *Lydstep Point* and descend steeply to (5¼ m.) the noted LYDSTEP CAVES. These can be reached on foot only

at low water; at other times they are accessible by boat from Tenby. The view from the cliff gives an impression of the wild grandeur of the coast. We strike inland by a footpath to (6 m. N.) *Lydstep* (Quarry Inn), whence we may return to (10 m.) Tenby viâ Penally (see above). Good walkers may, however, follow the coast to (6¾ m.) *Old Castle Head*, with a cliff-castle, and proceed thence N.W. over the hill to (7⅞ m.) *Manorbier* (p. 233) and (9 m.) *Manorbier Station*. The walk along the cliffs may be extended from Manorbier to (17 m.) *Stackpole Head* and thence to (20½ m.) St. Govan's Head (p. 237) and (23½ m.) the Stack Rocks (p. 237). These points, however, are more conveniently visited from Pembroke (c. 7 m. N.).

A direct road to (6½ m.; motor-coaches, see p. 230) *Carew Castle* (p. 235) is viâ (1½ m.) *Gumfreston*, where the small, somewhat rude church (late 12th cent.), with a tower of the 14th cent., presents several points of interest, including a unique semi-circular recess (perhaps a baptistery) on the N. of the nave, and a sanctus bell. A longer but pleasanter route (9 m.) leads viâ the *Ridgeway*, the old hill road from Tenby to Pembroke (highest point 367 ft.; good views). Leaving this road at (6½ m.) *Carew Beacon*, we strike N. by lane to (8½ m.) *Carew Cheriton* and (9 m.) the castle.

Hoyle's Mouth, a remarkable cavern near the top of a limestone cliff overlooking a stream, is 1½ m. S.W. of Tenby, on the right of the high road to Pembroke. The cavern, with several chambers, has a depth of over 50 yds. (lights required). It is of great geological and archæological interest, and although more than 'six mile' from Milford Haven it has been popularly identified with the cave of Belarius in 'Cymbeline.'

Other excursions may be made from Tenby to *Lamphey* and *Pembroke* (pp. 234, 235), to *Llawhaden Castle* (p. 230), to *Picton Castle* (p. 239), to *Milford Haven* (p. 240), and to *Haverfordwest* (p. 238). A visit may be paid in a single day to *St. David's* by taking the early morning tram viâ Pembroke ferry to Haverfordwest, and the motor coach thence. The best evening train from Haverfordwest to Tenby runs viâ Whitland. To *Caldey Island*, see below.

Caldey Island.

The island, 2½ m. S. of Tenby, can be reached in summer by motor and sailing craft (3 or 4 times daily, 2/6); and at all seasons, save in very rough weather, a place can usually be obtained in the abbey boat (same fare) which calls at Tenby for mails and supplies. Permission to land must be obtained from the Abbot, as the whole island is private property. Admission to the abbey is by special permission, which should be sought some days in advance: women are admitted to the church only.

Caldey Island is 1½ m. long (E. to W.) and nearly 1 m. across at its widest, but is so broken up by bays and inlets of exquisite beauty that its coastline is 9 m. long. It is connected at low water, during spring tides, with St. Margaret's, a smaller islet to the W., and on the S.E. extremity is a lighthouse: the S. side swarms with sea-birds.

History. The first monastery on Caldey was founded by St. Illtyd at the close of the 5th cent., and among its scholars were St. David, St. Gildas the historian, St. Paul Aurelian, St. Maglorius, and St. Samson of Dol (the patron saint of Caldey, some of whose relics are preserved in the present abbey). How long this Celtic monastery lasted is unknown, but it was presumably in existence when the well-known Caldey Ogam stone was put up. This is a slab of sandstone, with a cross and a double inscription, the one in Ogam characters, the other, which is in Latin, bidding those who pass by to pray for the soul of Cadogan. The 6th and 8th centuries have been suggested by competent authorities as the date of this stone; if the latter be the correct date, it may be taken that the monastery was still flourishing then. Nothing more is heard of the island, except that it became the "nest of the sea-kings" and fell a prey to the ravages of the Norsemen, till 1127, when it was given by the mother of Henry Fitzmartin to the Benedictines of St. Dogmael's Abbey (p. 228). The monks held peaceful possession of Caldey for four hundred years, and have left many evidences of their occupation, in the three fishponds, the mediæval buildings, etc. In 1534 the

monastery was dissolved and the island given by Henry VIII to secular owners. It passed through various hands till 1906, when it was purchased by Aelred Carlyle, the present abbot, and became the home of the community which he had founded. In 1913 the abbot and community were received into the Church of Rome.

The principal building on the island is the *Abbey*, erected during the past twelve years: it consists of church, cloisters, refectory, chapter house, calefactory, library, workshops, and all the usual offices of a Benedictine monastery. The high altar in the church is unique, being built of about eighty stones from the ruins of the chief monasteries of England. The peal of bells is one of the largest in Wales.

The *Priory*, now St. Illtyd's Agricultural College, dates from the 12th and 13th centuries, with 15th cent. additions, and is of a decidedly defensive character. Most of the buildings are extant and in good condition, including the church, with a leaning tower and with several curious features in the chancel, the gatehouse, the prior's lodging, the dormitory, and a number of other rooms, barrel-vaulted and built with the solidity proper to a fortified castle.

The *Village Church* is near the abbey; in plan it closely resembles the Irish churches of the 8th and 9th centuries, and is most probably as old if not older. It has a Norman west door. On the cliffs overlooking Tenby is another Norman building, a round watch tower.

Recent excavations have revealed many evidences of early occupation in the form of early Neolithic human remains, flint instruments, Roman pottery dating from the 1st cent. A.D., etc. Many industries (weaving, metal-work, illuminating, etc.) are carried on by the monks and their employees; and there is a farm of 500 acres, a large stone quarry, and a printing press.

Beyond Tenby the railway crosses the Burrows to (32 m.) *Penally* (pron. as in English; Crown Inn), where the 13th cent. church, of strongly local type, with passage hagioscopes, contains the sepulchral slab of William and Isemay de Raynoore, in dark slate, with the alabaster faces of the deceased let into it in low relief. The inscription (and the style) are French. In the churchyard is a perfect wheel-head cross. Penally is one of the three traditional burial-places of St. Teilo (comp. pp. 154, 204). We pass Giltar Point and Caldey Island on the left, and on the right rises the Ridgeway.

34¾ m. **Manorbier** (*Lion*, comfortable), over 1 m. S. of the station, gains charm from the warm colouring of the red sandstone rocks contrasting with the prevailing limestone. The name is said to be derived from *Maenor Pyrr*, *i.e.* 'the mansion of Pyrrus,' an early abbot of Caldey. MANORBIER CASTLE (adm. 6*d.*), one of the most picturesque ruins in Wales, is famous as the birthplace of the Welsh chronicler and

topographer Gerald de Barri (' Giraldus Cambrensis,' c. 1146–1220), who after declaring the village to be "the pleasantest spot in Wales" asks pardon "for having extolled his native soil, his genial territory, with a profusion of praise and admiration." The fortress was built by the Norman grandfather of Giraldus in the reign of Henry I, but little now remains of the original building, except perhaps the inner side of the gateway. The existing buildings consist of a roughly oblong structure without a keep, dating from about the close of the 12th century. On the N.E. face is a gatehouse strengthened by a kind of outer ward, most of which has disappeared. The dwelling house, or palace, at the S.W. end, is of two dates. The *Hall* in the right hand part of the block (as we face it), and the original two-storied great *Chamber* to the N.W. of it, are contemporary with the bulk of the existing castle; while the *Chapel* in the left part and another great *Chamber* in two stories, between it and the hall and at right angles to the rest, were built c. 1260. Both chapel and hall are raised on pointed barrel vaults and each is approached from the court by a picturesque external staircase; the chapel contains a sedile niche and a fireplace. Tradition has it that Giraldus was born in the N.W. tower, but that is almost certainly of later date.

Thanks to successive additions to the original Norman structure, the *Church*, on the opposite side of the valley, has a very irregular and curious appearance. Interesting features are the 13th cent. tower of local type; the pointed barrel vaults; the primitive looking arches cut in the walls of the earlier (12th cent.) nave; the base of the rood loft in the N. aisle, and the remarkable gallery by which it is reached; and the (13th cent.) recumbent effigy of a De Barri.

At *St. Florence*, c. 2 m. N.E. of Manorbier station, is another rude 13th cent. church of local type, with a little S. transeptal chapel, as dark and heavy as the vault of a mediæval castle.

We enter the valley of the Pembroke river and follow it down to (38 m.) *Lamphey*. The ruins of *Lamphey Palace* (adm. 4*d*.), once a country residence of the Bishops of St. Davids, stand in the grounds of Lamphey Court, c. ½ m. N. of the station. The great hall, with a barrel-vaulted cellar and an open parapet like those at Swansea and St. Davids, is certainly at least in part the work of Bp. Gower (1328–47); the chapel has a fine and perfect 15th cent. window, but most of it may be earlier. The W. part of the building is attributed to Walter Devereux, Earl of Essex, to whose grandfather the palace had been sold after its seizure by Henry VIII. His son, the favourite of Elizabeth, lived here as a boy. The church has a striking 12th cent. font of a type common in the neighbourhood.

The church of *Hodgeston* (pron. 'Hodson'), 1½ m. S.E. of Lamphey station, has a beautiful Geometrical chancel with double piscina and triple sedilia (mutilated); and a tower of the local type, even more than usually slender.

Carew (pron. 'Carey'), properly Carew Cheriton, c. 3½ m. N.E. of Lamphey station, has a large and remarkably fine 14th cent. church of English type with a 15th cent. W. tower. On the N. of the chancel are the effigies of a 13th cent. knight and of a mass-priest, and on the S. is a very small recumbent figure of a lady. In the churchyard is a detached chantry chapel, an extremely rare survival of an always uncommon feature. The farmhouse close by is the old rectory. On a small creek of Milford Haven, ½ m. N., are the imposing ruins of **Carew Castle** (4½ m. from Pembroke, 5 m. from Manorbier station; adm. 3*d.*). The plan is rectangular with a three-quarter drum at each corner, the two on the W. being strengthened externally by curious semi-pyramidal spurs. The entrance on the E., which was naturally the weakest side, was specially protected; the whole front being covered by a base court and the actual gateway guarded by a narrow barbican which compelled approach at right angles. It was, moreover, flanked on the S. by the drum at the S.E. angle and on the N. by a special tower placed about the middle of the curtain. The original dwelling-house was built inside this E. curtain, and included a chapel in the N.E. drum. Most of the work thus constituted apparently dates from about the close of the 13th cent., and is described by Mr. Hamilton Thompson as "the fruit of the transition in the course of which the fortified curtain wall took the place of the passive strength of the keep." It is, however, possible that the gateway and some of the work near it form part of the original castle erected here by the Norman Gerald de Windsor, who acquired Carew as the dower of his beautiful wife Nesta, sister of Gruffydd ap Rhys, and afterwards mistress of Henry I. Sir Rhys ap Thomas remodelled the castle towards the close of the 15th cent. and built the Great Hall with its fine entrance tower on the W. of the enclosure; it was probably in this that he entertained the Earl of Richmond after his landing at Milford Haven in 1485 (p. 240), and here he held a great tourney in 1507. The whole of the N. side was reconstructed in Elizabeth's time by Sir John Perrot, in a purely domestic Tudor style. The castle withstood a siege for the king in 1644 and appears to have been last occupied towards the close of the 17th cent. A magnificent Celtic cross, 14 ft. high and supposed to date from the 9th cent., stands near the entrance from the road.

Overlooking another creek, c. 2½ m. N.W. of Carew village, is the gatehouse of *Upton Castle*, for 250 years the seat of the Malefants. In the chapel are two recumbent effigies and a curious stone candle-bracket in shape of a clenched fist.

39½ m. **PEMBROKE** (*Lion*, good; *King's Arms*, well spoken of), in old Welsh *Penbroch*, 'the head of the estuary,' is a survival of a walled town (4337 inhab.), situated on an arm of Milford Haven, which in Leland's words "about a mile beyond the town creketh in so that it almost peninsulateth the town, that standeth on a very main rokki ground." Its single main street, nearly ¾ m. long, runs from the station on the E. to the castle on the W., along a narrow tongue of ground raised above the branching waterways; and the original town was enclosed in oblong formation on the same site, being separated, however, rather curiously from the castle by a ditch. Some remaining parts of the wall give the town a picturesque appearance from the S.

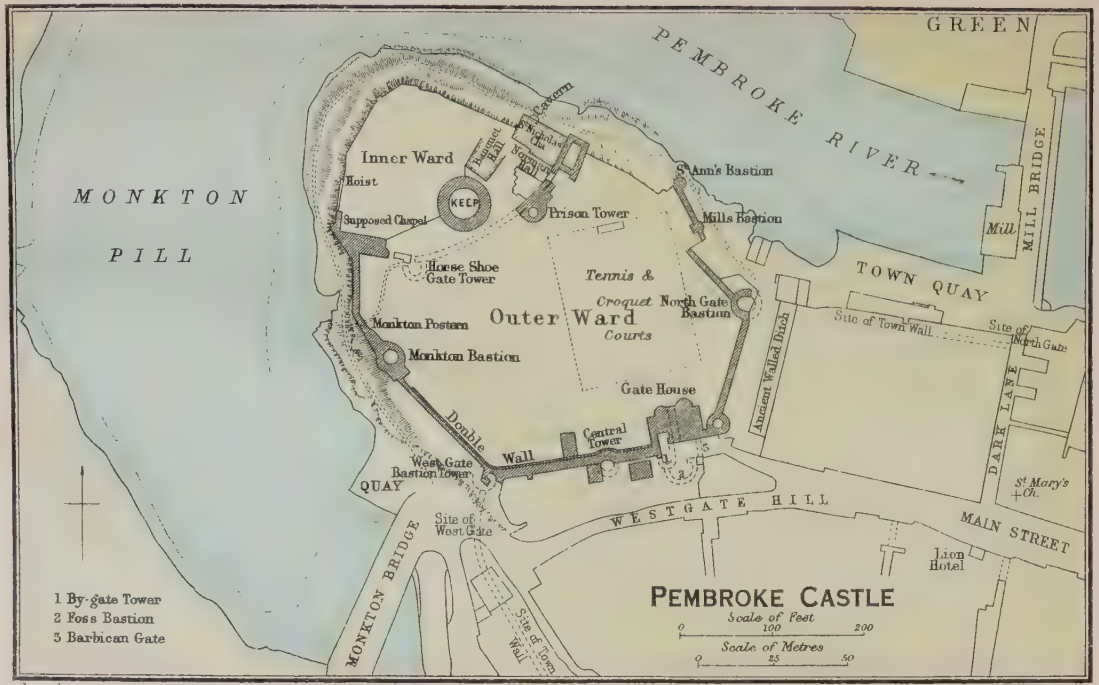
***Pembroke Castle** (adm. 4*d.*), finely situated on the Pembroke river, is one of the most imposing ruins in the kingdom. The best general view of the fortress is obtained from the W., on the opposite bank of the creek, whence the shattered members of the structure group themselves with magnificent effect. Beneath the castle is a large natural cavern called the *Wogan*, 70 ft. long and 50 ft. wide, connected with the interior defences, and formerly blocked at its mouth to form a water-gate, which is passed (on the N. side) in the course

of a circular walk round the exterior. There was another water-gate on the S. of the outer ward.

History. The first castle of Pembroke, "a slender fortress of stakes and turf," was probably built by Arnulf de Montgomery soon after the Conquest; it withstood a siege by the insurgent Welsh in 1094 and possessed a chapel in 1098, but it has so completely disappeared that its site is uncertain. Giraldus, who calls Pembroke "the metropolis of Demetia" (comp. p. 223), speaks of a castle here; but the oldest existing part is probably the keep, supposed to have been built (c. 1200) by William Marshal, Earl of Pembroke and Striguil. It has been held that all the outer ward is of later construction than the inner, but the whole was probably complete by the end of the 13th century. The castle was a residence of Jasper Tudor, Earl of Pembroke, uncle of Henry VII, who was born here in 1457. In the Civil War John Poyer, the Puritan mayor, held the castle at first for the Parliament, and the town remained untaken throughout the campaign; but in 1648 Poyer went over to the dying royalist cause, and made an eastward sally into Glamorganshire. Cromwell drove the rebels back upon Pembroke, and his artillery battered the castle for a month, the capture of the water supply compelling a surrender on July 11th, 1648. The fortress was dismantled and Poyer was shot in London nine months later.

The inner ward of the castle occupies the head of the rocky promontory, with the much larger outer ward between it and the town. We enter the *Outer Ward* by a plain but imposing gateway, noteworthy for its external barbican compelling oblique approach and for its internal circular angle towers connected by a flying arch (possibly intended to carry a temporary wooden structure manned by defenders). This last feature is found externally at Neath (p. 171) and Llawhaden (p. 230) but is unique on the inner face, as here. The curtain between the two wards has vanished. Just beyond its site rises the magnificent circular **Keep*, 75 ft. high, with walls 7 ft. thick. Originally of four stories, it is now open from ground-level to the dome-shaped stone roof, and the view upward is most impressive. The chief entrance is on the first floor, but the basement entrance was apparently pierced at an early date. The top (fine view) may be reached by a broken and difficult winding stair (rope-balustrade for safety; caution is, however, required). The domestic apartments, to the E. of the keep, are perhaps scarcely on the scale of the rest of the castle. The *Great Hall* is built over the Wogan (see p. 235), which was reached from the adjoining room on the N. by a winding stair, now dangerous. In the S.W. corner of the inner ward is the barrel-vaulted basement of what may have been the chapel.

Pembroke has two old churches, *St. Mary's* and *St. Michael's*, but neither is very interesting. In the adjoining parish of *Monkton*, however, just W. of the town and reached by a bridge over *Monkton Pill* (view of the castle), is *Monkton Priory*, founded by Arnulf de Montgomery in 1098 for Benedictine monks, as a cell of Sées in Normandy, but given to St. Albans in 1473. The church, of austere appearance, with a long narrow barrel-vaulted nave, has been restored since 1887, and the chancel arch is modern. From traces of two small half-blocked windows on the N. exterior of the nave it has been suggested that the masonry incorporates the S. wall



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of a pre-Norman church. The chancel, though part of the original structure (comp. the E. buttresses), was recast in the 14th cent., and the curious detached chapel to the N. of it is apparently contemporary. The tower, S. of the nave, is a fine example of the local quasi-fortified type. The large S. porch (late 12th cent.) has interesting doorways and (rare in Wales) an upper room. Under the tower is the altar-tomb of Sir Francis Meyrick (d. 1603), the upper part in a style suggesting Italian Renaissance influences.

Pembroke is the nearest station for Stackpole and the noted scenery of St. Govan's Head. Motor-coaches run to Stackpole Court and the Stack Rocks. Provisions should be taken, as there are no inns; tea may be had at Bosheston.

The best route for walkers or cyclists is the hilly road which runs directly S. from Pembroke station, and leads after many windings to (4 m.) the church of *Stackpole Elidor* (or Cheriton Elidor), which contains two good 14th cent. monuments. About 1 m. farther S.W. by lane and drive is *Stackpole Court* (Lord Cawdor) in a fine park (open to visitors). The large 18th cent. mansion (no adm.) overlooking a long creek of Broad Haven, transformed into a lake, contains some good paintings and relics of the French landing at Fishguard (p. 223). Proceeding due W. we join (6 m.) the main road from Pembroke and continue S. along it to (c. 7½ m.) *Bosheston*, with a church (1250-70) of local type, interesting for a remarkable passage-hagioscope which projects externally in the angle between the S. transeptal chapel and the chancel and is lighted by a window that is just possibly a 'low-side.' In the churchyard is a remarkable cross.

We reach the coast in 1½ m. more, ¾ m. W. of (9¾ m.) *St. Govan's Head*, the bold S. extremity of Pembrokeshire. The road ends in a path descending the cliff, and nearly half-way down, in a narrow cleft, traversed by steps, is *St. Govan's Chapel*, a primitive little building (20 ft. by 12 ft.) perhaps of the 13th cent., which competely blocks the cleft, and must be passed through to continue the descent to the shore. Possibly the chapel had some connection with *St. Govan's Well*, just below. A remarkable feature is the doorway N. of the stone altar, which leads to a cell cut in the rock. The dedication is to St. Cofen, wife of a Welsh King of the 6th cent., but according to tradition the chapel was the retreat of Sir Gawain 'the Courteous.' The waters of the well, of doubtful purity, were supposed to have miraculous healing powers. We may now return directly to (15½ m.) *Pembroke*.

An interesting longer alternative is to take the easy path from St. Govan's Chapel westward along the cliff, which commands some of the grandest rock scenery in Britain. In 5 min. we pass on our left the head of a ravine and in another 2 min. (beyond a gate) reach (10¼ m. from Pembroke) the *Huntsman's Leap*, a remarkable narrow fissure running inland, over which a horseman is said to have leapt, dying thereafter of fright. Just beyond is *Bosheston Mere*, reputed to spout like a geyser during westerly gales. We pass (11 m.) a cliff castle and 1 m. farther on overlook *Bullslaughter Bay*, with large caverns and remarkable exposures of contorted strata. Just after striking a rough inland road we pass on the right (12¼ m.) the *Sunken Forest*, a clump of trees growing in a limestone pit, and reach (12¾ m.) the CAULDRON or *Devil's Punch Bowl*, a circular hollow enclosed by steep cliffs 130 ft. high, and connected with the sea by a natural arch. The best view of the cauldron is from the narrow neck between it and the sea on the S. side; but here, as elsewhere on this coast, the cliffs, with their unexpected indentations, should be approached with caution. Between the Cauldron and the road four ramparts of a finely developed cliff castle serve to indicate the position of the chasm, which is not easy to find. About ¼ m. farther on are the two isolated *Stacks* or *Eligug Rocks*, the haunt of innumerable sea fowl including the 'eligug' or razor-bill. Cyclists may ride from St. Govan's Head to the Stacks by returning along the road to within ½ m. of Bosheston, and taking the lane to the left, which joins the cliff track at Bullslaughter Bay. Refreshments may be had at the coastguard station overlooking the Stacks. The *Wash*, an inlet ½ m. W. of the Stacks, is the first point W. of St. Govan's Head at which the shore can be reached. The direct road from the Stacks to Pembroke is uninteresting: we may return either viâ (15 m.) *Warren* with a conspicuous church spire and (19 m.) *Monkton* (p. 236), or keep to the E. through (16 m.) *St. Twynnel*,

with a church of local type, and rejoin the road to Stackpole. In either case the full round is one of c. 20 miles.

A still longer round (32–38 m.) is completed by following the cliffs to the W. and N.W. of the Stacks, crossing (17 m.) the sands of *Freshwater Bay* (passable except at high water), and striking, to the N. of the bay, the road for (23 m.) *Angle* (inns), on a peninsula between the open sea and *Angle Bay*, an opening in Milford Haven. Here is a small 'tower house' with a vaulted basement and a detached chapel in the churchyard. The *East Blockhouse* on the cliff 1½ m. W. dates from the early 16th cent., and offers a fine view of the entrance to Milford Haven, which it was designed to protect. Boats may be hired at Angle for (4 m.) *Dale* (p. 240) on the other side of the Haven. The return road leads us past (27 m.) *Newton*, where a lane branches N. to (1½ m.) *Rhoscrowther*, with an interesting church, including a curious little chapel on the S. of the nave, and what may be an Easter sepulchre, and to (2½ m. farther by a circuitous lane) *Pwllcrochan* (pron. 'Pulcrawn'), with a church rebuilt in 1342. — 32 m. *Pembroke*.

41½ m. **Pembroke Dock** or *Pater* (*Bush*, R. 3/6, L. 3/; *Royal Edinburgh; Pier*), the railway terminus, is a modern dock-yard town of 11,333 inhab., with a military garrison. The *Government Dockyard*, removed hither in 1814 from Milford Haven (p. 240), has been mainly used for the construction of light cruisers and destroyers, and for repairing purposes. It was greatly expanded during the War, and is now being fitted up as a naval fuel depôt.

A branch of the railway runs on to *Hobb's Point*, just N. of Pembroke Dock, whence a steam ferry (p. 240) plies to (½ m.) *Neyland* (p. 240). — *Pembroke Ferry* is ½ m. farther E., and here we may cross to *Burton*, whence a high road leads to (8 m.) *Haverfordwest* (see below).

48. FROM CARMARTHEN TO MILFORD HAVEN AND NEYLAND

To *Neyland*, 40¾ m., G.W.R. in 1½–2 hrs. (12/3, 6/0½); to *Milford Haven*, 40½ m., in 1¾–2¼ hrs. (11/8, 6/). Express trains run from London (Paddington) to (260½ m.) *Neyland* in 6¾–9½ hrs. (76/1½, 37/11½).

Road, to Milford Haven, 38½ m.; to Neyland, 40 m. — To (32 m.) **Haverfordwest,** see below. — At (35½ m.) *Johnston* (p. 240) the road forks, the right branch running through *Steynton* to (38½ m.) **Milford Haven** (p. 240), while the left branch leads to (40 m.) **Neyland** (p. 240).

Carmarthen and thence to (25½ m.) *Clarbeston Road*, see pp. 221, 222. From Clarbeston Road our route, diverging to the left from the main line to Fishguard, runs to the S.W.

31½ m. **HAVERFORDWEST** (*Castle*, R. 5/, D. 3/6; *Mariners*, R. 5/, D. 5/, well spoken of; *Salutation*), a cheerful little market-town (5750 inhab.) with steep streets, a fine church, and an old castle, is situated on the *Western Cleddau*, which is navigable for small craft hence to the sea. Its ancient Welsh name seems to have been *Caer Alun*; the present Scandinavian name is doubtless a legacy of Danish raiders or settlers. The *Castle*, situated on a bold bluff above the town, may be reached either by a steep footpath from the yard of the Castle Hotel, or viâ Church St. opposite the Mariners Hotel. The ruins represent apparently the shell of the former inner ward, but have been disguised and disfigured by their

use formerly as a gaol and now as a police station. Visitors may ascend to the rampart walk (view).

This castle, though first mentioned in 1214, is believed to have been built c. 1120 by Gilbert de Clare, first Earl of Pembroke. In 1153 it was visited by Henry II, in 1399 by Richard II, as a stage in the journey from Ireland, and in 1405 it withstood the attack of Owen Glendower and his French allies (p. xxxi). Garrisoned for the king in the Civil War it was captured by the Parliament in 1644 and 1645, and was finally 'slighted' in 1648.

The church of ST. MARY, one of the finest churches in S. Wales, dates originally from c. 1250–70, but the N. aisle was rebuilt and the clerestories added in the 15th century. From the S. door we descend 13 steps to the nave, which has three lancet windows somewhat unusually placed at its W. end and, like the N. aisle, a fine 15th cent. roof. At the W. end is also the mutilated effigy of a pilgrim with scallops on his scrip, perhaps indicating a visit to the shrine of St. James of Compostella in Spain; and at the E. end is an elaborate 15th cent. bench-end showing St. Michael and the dragon. The arches of the chancel, and those of the N. arcade are E.E. work of exceptional interest and beauty, retaining uninjured their capitals of stiff foliage enlivened with masks and small animals. The windows in the chancel, especially the great E. window, are splendid examples of plate-tracery. Those on the S. are of remarkable shape externally. To the W. of the church is a curious vaulted building (perhaps of the late 12th cent.), now used as a butter-market. — The church of *St. Thomas*, to the S., has a bold W. tower (15th cent.) and the interesting 14th cent. slab of Ricard le Paumer, *i.e.* 'the palmer.' The church of *St. Martin*, to the N., near the castle, has a slender tower and spire of local character and two beautiful little 14th cent. niches by the side of the S. door. By the riverside, S. of the town, are some fragmentary ruins of a *Priory Church* founded for Augustinian canons by Robert de Hwlford c. 1200.

About 4½ m. S.E., by a lane diverging from the Carmarthen road near the station, is PICTON CASTLE (Sir Charles Philipps), founded in the reign of William Rufus by William de Picton and owned by his descendants ever since (adm. on application to the estate office at Haverfordwest or Tenby). The present building is apparently Edwardian, notwithstanding some incongruous sham Norman work on the E. front; in ground-plan it is a solid oblong block, strengthened by semicircular bastions. Adjoining Picton Park on the E. is *Slebech Park* (Baron de Rutzen), in the grounds of which (c. 6 m. from Haverfordwest) is the ruined cruciform church of a commandery of the Knights Templars. To the S. of the castle (1 m.) is a ferry over the E. Cleddau.

Motor-omnibuses ply four times daily (seven times on Sat.) from Haverfordwest to (7 m.; 3/6 ret.) *Milford Haven* in c. ½ hr. — Motor coaches run occasionally to (7 m.) *Broad Haven* (Royal) and *Little Haven*, two small bathing resorts on St. Bride's Bay; to (22 m.) *Pendine* (p. 221); and to (15 m.) *Fishguard* (p. 223), passing near (3 m.) *Poyston*, birthplace of Sir Thomas Picton (1758–1815), who fell at Waterloo, and proceeding viâ (5½ m.) *Trefgarn Bridge*, in the beautiful valley of the Western Cleddau, *Wolf's Castle*, and Letterston (p. 222).

From Haverfordwest to *St. David's*, see Rte. 49.

The railway from Haverfordwest to Milford Haven and Neyland traverses the fertile *Hundred of Roos*, the northern Anglo-Flemish part of Pembrokeshire. Most villages here

have English names. At (36¼ m.) *Johnston* the lines for Milford Haven and Neyland separate, and passengers for Milford Haven (see below) change carriages.

40¾ m. **Neyland,** or *New Milford* (*South Wales Hotel*), a small seaport (2715 inhab.), is situated on the N. shore of Milford Haven immediately opposite Pembroke Dock (p. 238), with which it is connected by a steam-ferry (2*d*., cycles 1*d*.). The steamer services to the South of Ireland, which once gave it some animation, were transferred to Fishguard (p. 223) in 1906.

40¼ m. **MILFORD HAVEN,** or *Old Milford* (*Lord Nelson*, R. 3/6, D. 4/; motor-omnibus to Haverfordwest, p. 239), the 'blessed Milford' of Imogen in Shakespeare's 'Cymbeline,' is a town of 7764 inhab., finely situated on the N. side of the Haven, c. 6 m. from its mouth. The magnificent harbourage offered by Milford Haven (see below) gave the town considerable importance from the middle ages onwards, especially as a point of departure for Ireland, and in 1790 a small royal dockyard was established here. The transference of the dockyard, however, to Pembroke Dock (p. 238) in 1814, and of the Irish mail station to Holyhead (p. 28) soon after, reduced it to decay, and in spite of efforts to develop it on various lines, it is now chiefly important as the headquarters of a fleet of steam-trawlers and as a fish-curing station. A flicker of animation revived during the Great War. Prince Louis Mountbatten (d. 1921) was created Marquis of Milford Haven in 1917. In the modern church is preserved the truck of the French battleship 'L'Orient,' immortalised in the 'Casabianca' of Mrs. Hemans, which blew up at the battle of the Nile (1798). The relic was presented in memory of Nelson by his friend Lady Hamilton, who, with her husband Sir William Hamilton (1730–1803; buried in the churchyard), resided at *Castle Hall*, 1 m. E. About 1 m. N. of the town is a fragment of *Pill Priory*, founded by Adam de Rupe (p. 241) for Benedictine monks of the reformed order of St. Bernard of Tiron (p. 228).

***Milford Haven,** a spacious estuary and magnificent natural harbour, with sheltered roadsteads for the largest ships, is 10 m. long, with a varying breadth of 1 to 2 miles, and at its head breaks into numerous tidal ramifications running far into the land. Boating in the numerous bays and creeks is safe and pleasant; the castles of Pembroke (p. 235), Carew (p. 235), and Picton (p. 239) may all be visited by water. Many of the creeks are, however, not navigable at low tide and the bathing is, as a rule, poor for the beaches are usually either rocky or muddy. From Milford Haven the fleet of Henry II set sail in 1172 to conquer Ireland, and here a French force of 12,000 men landed in 1407 to aid Owen Glendower against Henry IV. At Mill Bay (see below) the Earl of Richmond, afterwards Henry VII, disembarked in 1485 with a scanty retinue from Brittany to begin the campaign that ended on Bosworth Field.

From the town of Milford Haven a winding road along the N. shore leads to (11 m.) *Dale* (Griffin), a charming village summer-resort on the peninsula at the W. end of the Haven, 3 m. N. of *St. Ann's Head*, with its lighthouse, which marks the entrance to the estuary. *Mill Bay*, just E. of the headland, was the

landing-place of Richmond (see p. 240). At *Great Castle Head*, on the Atlantic coast, ½ m. W. of Dale, is a cliff castle. Thence we may follow the coast N.W. viâ *Westdale Bay* and *Hooper's Point* to *Marloes Bay*, the sands of which may be crossed at low tide, when (c. 3 m.) *Gateholm*, at the W. horn, becomes a peninsula. On the mainland, just above, is another fine cliff castle (view). The names of the larger islands of *Skomer* (N.W.) and *Skokholm* (S.W.), lying off the coast here, are further evidence of Scandinavian colonization. All this region is of great geological interest. From *Wooltack Point*, c. 2 m. farther N.W., the return to (5 m.) Dale may be made viâ the village of *Marloes*, where the church has the local characteristics of hagioscopes and a vaulted chancel.

49. FROM HAVERFORDWEST TO ST. DAVID'S

16 m. G.W.R. Motor Coach twice daily in c. 2 hrs. (2/6). *Letterston* (p. 222) is the nearest railway station to St. David's (14 m.), but there is no public conveyance thence.

Haverfordwest, see p. 238. — The road from Haverfordwest to St. David's, famous for its 'seventeen hills in sixteen miles,' passes at first through uninteresting country, which increases in wildness and loneliness beyond Newgale Sands. *Dudwell Mountain* (583 ft.) and *Great Trefgarn Mountain* (542 ft.), with Precelly Top (p. 227) in the distance, are seen on the right. — 6¼ m. *Roch Castle*, a curious semi-circular 'tower house' conspicuous on the right, is supposed to have been built by Adam de Rupe (p. 240) in the 13th cent. and has been restored as a shooting-box. It changed hands three times in the Civil War. In the roof of the S. porch of the little church stone has been used structurally in the same way as wood. The brook beyond Roch marks the N. boundary of 'Little England beyond Wales' (comp. p. 223). We now descend to the shore, with an impressive view of St. Bride's Bay to (8¼ m.) *Newgale Sands* (Bungalow Hotel), the 'Niwegal' of Giraldus, near which is a submerged forest, likened by him to a grove of ebony. After a steep ascent we pass (10 m.) a mound (l.) said to mark the site of the vanished *Pointz Castle*. — 12¼ m. *Solva* (Cambrian, R. or D. 2/6; lodgings) is a small port on a narrow winding creek, with cliff-like sides. We ascend a steep hill, with a wide view seaward across St. Bride's Bay, while in front *Carn Llidi* (595 ft.) marks the position of St. David's Head.

16 m. **ST. DAVID'S** (*Twr-y-Felin; City; Grove*) is a somewhat straggling village (1644 inhab.) on a treeless wind-swept plateau overlooking the river *Alan*, c. 1 m. from the sea. Since the 6th cent. it has been the seat of a bishopric and is the smallest 'cathedral city' in the kingdom. From the old city *Cross*, at the junction of the main streets, the *Popples* (pebble-stones) leads to the partly ruined *Tower Gate* (view) which forms the main entrance to the cathedral close, a large enclosure c. 1 m. in circumference still mostly surrounded by a ruined wall. The gatehouse is the last survivor of four, and it and the precinct wall are in the main attributed to Bp. Gower (1328–47); but it has been suggested that the

octagonal flanking tower on the N., which is 50 years older than the rest, was originally a detached campanile. Both the Cathedral and the Bishop's Palace are situated in the deep hollow of the Alan valley (formerly known as the Vale of Roses), only the top of the cathedral tower appearing above the level of the plateau. We descend by a flight of 39 steps, known as the 'thirty-nine Articles.'

***St. David's Cathedral,** the largest, finest, and most interesting church in Wales, is in core a late 12th cent. building, but later alterations have given its exterior a style largely of the 14th century. Its total interior length is 298 ft.; the width across nave and aisles 68 ft.; the length of the transepts and crossing 131 ft.; the height of the tower 125 ft. — The nave is open free daily (9 to 1 and 2 to 6); the choir, transepts, and chapels are shown by the verger on week-days (6*d.*); ascent of the tower (6*d.*), on application to the Dean. Services in English, Sun. at 8, 11, and 6, week-days at 8.30 and 4, Thurs. also at 7. Parochial services in Welsh in the Lady Chapel, Sun. at 9.30 and 6, week-days at 7.

History. The see of Menevia, or St. David's, was traditionally founded by St. David (d. 601), the patron saint of Wales, who is said to have transferred his bishop's stool hither from Caerleon (p. 172), and to have built on this spot a church and monastery, both of which have vanished. William the Conqueror paid homage at the shrine of St. David, but in the first year of William Rufus (1088) the town was sacked by Northmen, and the cathedral was burned.

The see, in early times co-extensive with the Principality of Dyfed, is still the largest in Wales, including nearly the whole of the six southern counties with the exception of Glamorganshire outside Gower. Among notable bishops who have held it are Gower (1328–47), 'the Wykeham of Wales'; Houghton (1361–89), Lord Chancellor to Edward III; Chichele (1408–14), afterwards Primate; Ferrar (1548–55), the Marian martyr; Richard Davies (1561–68), who procured the first Welsh translation of the Bible; Laud (1621–26), who "held the see but never came near it"; Bull (1705–10), "one of the great lights of the English Church"; Horsley (1788–93), the opponent of Dr. Priestley; and Thirlwall (1840–74), the historian of Greece.

The present building was begun in 1180 during the episcopate of Peter de Leia (1176–98), the third Norman bishop, whose nave still stands. Giraldus Cambrensis gives a gossiping account of the see in 1188; he was himself afterwards nominated to the bishopric, but failed to secure it in spite of a historic struggle and three appeals to Rome. In 1220 the central tower fell, demolishing the choir and transepts; but the whole was rebuilt practically in the original style by 1250. The successive addition of the chapel of St. Thomas, the ambulatory, and the Lady Chapel (by Bp. Martyn, 1290–1328) completed in broad outline the ground-plan of the church. Bishop Gower (1328–47) raised the aisle walls of the nave and chancel, inserting the Dec. windows, and added the middle stage of the central tower, the top stage of which was completed in the Perp. period by Bp. Vaughan (1509–22). During the Civil War much of the lead was stripped from the roofs, and the E. parts of the church became dilapidated. The W. front was rebuilt by Nash at the end of the 18th century. The modern work of restoration, begun in 1846, was afterwards carried on (1862–78) by Sir G. Scott, who rebuilt the W. front on what is thought to be its original design. The restoration of the E. chapels dates from quite recent years.

Restoration has given to the **Exterior** of the cathedral a somewhat harsh appearance; and the want of high-pitched roofs to the nave and choir induces a certain feeling of austerity, which, however, is in harmony with the bleak surroundings. The chief points to note are the huge buttresses

on the N. side of the nave and the remarkable structure in the angle between the N. transept and the presbytery, once a three-storied building (comp. p. 244), which overtops the adjacent chancel.

The ***Interior** built of softly-tinted purple slate, with its lavish Trans. ornament and richly-fretted nave roof, forms a striking contrast to the plainness of the exterior. The NAVE of 6 bays, with its endlessly varied wealth of chevron and other ornament and its unusual combination of clerestory and triforium, produces an effect at once harmonious and individual. The flat wooden *Roof, probably erected during the treasurership of Owen Pole (1472–1509), is unique in its possession of a number of arches of fret-like delicacy that apparently carry the ceiling, but are themselves pendants of it. Their construction is perhaps meretricious, but the effect is extremely rich and pleasing. The slope of the floor in the nave, due to its original construction on ill-drained and ill-prepared ground, is very noticeable ; there is a rise of 14 ft. between the W. door and the high altar. Under the second arch (from the E.) of the S. arcade is the monument of Bp. Morgan (1496–1505), with his recumbent effigy and sculptures round the base, including a vigorous panel representing the Resurrection at the foot. At the E. of the S. aisle is the beautiful, mutilated 14th cent. tomb-niche of a mass-priest with a curiously shaped canopy.

The RITUAL CHOIR occupies the space beneath the tower, which rests on four noble arches. The circular-headed arch on the W. is part of the original work of Bp. Peter de Leia, whilst the other three are pointed and date from the restoration after 1220 (see p. 242). The *Lantern exhibits the beautiful Dec. work of Bp. Gower. The choir is separated from the nave by an elaborate and beautiful **Rood Screen*, one of the chief glories of the church, the work of Bp. Gower (p. 242), whose tomb, with recumbent effigy, occupies the S. compartment. To the N. of the central opening, which is notable for its unusual skeleton vaulting, is a singularly lovely reredos, the altar of which has been replaced. The visitor should ascend to the top of the screen for the views thus obtained up and down the church, and especially of the nave roof. The 28 *Choir Stalls* date from c. 1470, and their design is perhaps unique, the usual tabernacled canopies being here replaced by a "motif . . . clearly taken from an oak screen surmounted by a parapetted loft." The parapet, however, is a 16th cent. addition. Most of the miscricords are original and interesting. The *Bishop's Throne* (nearly 30 ft. high) is one of the few mediæval examples left in Britain, and was perhaps erected by Bp. Morgan (see above), though surrounded by some earlier work of Gower. On either side is a seat for a chaplain. Another rarity (though paralleled in one or two parish churches) is the parclose screen (late Dec.)

between the ritual choir and the presbytery. The cathedral is unique in having a special stall for the sovereign, who is always its first prebend.

The TRANSEPTS, entered from the nave-aisles by Norman doorways instead of by the usual arches (p. 169), were largely reconstructed after the fall of the tower in 1220; but here, as in the presbytery, the builders have assimilated their new work to that of the nave (though adopting the pointed arch), and the style is more Trans. than E.E. In the N. Transept, at the back of the choir stalls, is the reputed *Shrine of St. Caradoc* (d. 1124). The two pierced quatrefoils in the base (like those in the shrine of St. David; see below) may have been intended for the insertion of a withered limb in hope of cure, or for the reception of alms. The 13th cent. structure on the E. of this transept (vaulted and remodelled in the 14th cent.) was formerly the Chapel of St. Thomas of Canterbury, but is now the vestry. It contains a beautiful 13th cent. double piscina. The room above it (shown on application to the Dean), reached by a stair from the N. aisle of the presbytery, was the original chapter-house, but is now the chapter-library. Originally this was divided into two separate floors, of which the upper was the Treasury. Preserved in the library are some beautiful fragments of the former organ-case (? by Grinling Gibbons), disastrously broken up in the course of the restorations. The great Dec. window on the N. of this transept was inserted by Butterfield in 1846.

To the E. of the ritual choir is the PRESBYTERY, comprising three and a half bays, and originally lighted on the E. by two tiers of lancets. The lower row, which formerly looked into the open space now occupied by Bp. Vaughan's Chapel (see p. 245), is now blocked, and enriched with glass mosaics by Salviati. The jambs and arches are decorated with archaistic Trans. ornament that is richer than any other in the church. The upper tier was reconstructed by Scott from surviving fragments, in place of a poor (but genuine) Perp. window of the 15th century. On the N. side is the late 13th cent. *Shrine of St. David*, which formerly attracted crowds of pilgrims. In the middle is the large altar-tomb (with a handsome modern brass) of Edmund Tudor (d. 1456), father of Henry VII, brought here at the Dissolution from the church of the Grey Friars at Carmarthen; and on the S. is the beautiful recumbent effigy of Bp. Anselm de la Grace (1230–48). On the S. side of the Sanctuary is a rare series of wooden sedilia and here the floor is paved with encaustic tiles, many of which are old. In the S. aisle of the presbytery is the recumbent figure of a knight, perhaps Rhys ap Gruffydd (d. 1196), the last true prince of S. Wales. Another effigy has been very improbably suggested as that of Giraldus Cambrensis, and a slab bears an interesting inscription to Silvester the Physician (? 13th cent.). On the E. wall of the

S. Transept are two interesting Celtic slabs, one of which commemorates the two sons of Bp. Abraham (1076–8).

Adjoining the Presbytery on the E., and entered from the aisles, is BISHOP VAUGHAN'S CHAPEL, a fine specimen of late Perp., with a fan-tracery *Roof (1509–22). Originally this was an open space bounded on the W. by the Presbytery and on the other three sides by the three walks of the Ambulatory; and it was uncompromisingly described in the 15th cent. as "vilissimus sive sordidissimus locus in tota ecclesia," the sum of fourpence being paid for its cleansing in 1492. The arrangement, unique among British cathedrals, may have been due to the 13th cent. builders' reluctance to block up the three lower lancet windows on the E. of the Presbytery. An unexplained feature is the recess on the W. side, with an opening at the back that once looked into the Presbytery but is now blocked by the High Altar. This is Trans. work of De Leia's time; but of the four crosses (apparently brought from elsewhere) immured around the opening, the one below it may possibly be a relic of the pre-Norm. church. This recess, found walled up by Sir G. Scott, concealed a quantity of bones—possibly those of St. David, or St. Caradoc, or both—embedded in mortar and probably hidden here at the Reformation. On the E. side of the chapel stood the Altar of the Holy Trinity, with a niche and Perp. window on either side of it—a rare and curious arrangement.

The AMBULATORY contains a number of 14th and 15th cent. recumbent effigies. Its E. walk is vaulted, whilst the N. walk exhibits evidence of a like intention (unfulfilled) at three different periods. At the E. end of the S. walk are a modern alabaster cenotaph and a sumptuous reredos of the same material.

The LADY CHAPEL is the last part of the cathedral that has been restored, Bp. Gower's vault having been replaced only recently. In addition to fine sedilia, it contains two tomb-niches, probably the work of Bp. Gower. The one on the S. (restored) is probably the monument of Bp. Martyn (1296–1328), the original builder of the chapel. The other on the N. (unrestored) is perhaps that of Bp. Beck (1280–1293).

On the N. side of the cathedral nave, and once connected with it by a cloister, are the ruins of ST. MARY'S COLLEGE, founded for secular priests in 1377, by Bp. Houghton (1361–89) and John of Gaunt. The chief feature is the *Chapel*, above a pointed barrel vault, with a singularly plain tower attached to its S.W. corner. This originally formed the S. range of the quadrangle.

On the farther side of the Alan rivulet, which almost washes the W. front of the cathedral, are the magnificent remains of the ***Bishop's Palace** (c. 1340; adm. 6*d.*), the masterpiece of Bp. Gower (p. 242), which was perhaps designed for the reception of pilgrims to the shrine of St. David as well as for the episcopal residence. It consists of a single large quadrangle (c. 170 ft. square), the W. and N. sides of which have

mostly perished. The beautiful open arcade and parapet that run round the top of the whole building on the outer side are typical of Gower's work. The decay of the structure dates from the time of Bp. Barlow (1536–49), who stripped the lead from the Great Hall, though improbably (as the local tradition asserts) to portion his five daughters, all of whom married bishops. The entrance to the quadrangle is by a disproportionately plain gateway at the E. end of the N. face. Immediately to the left of this is what is supposed to have been the bishop's *Private Chapel*, raised, like the rest of the palace, on a series of vaults, which provided basement rooms and storage. The *Bishop's Hall* (c. 60 ft. by 23 ft.), on the E. side of the quadrangle, has an entrance porch with a very curious doorway, exhibiting the semi-octagonal head characteristic of Gower's work. To the S. of this hall is the *Kitchen*. The *Great Hall* (c. 90 ft. by 31 ft.), on the S. side, is noticeably larger than the Bishop's Hall and was doubtless used for public purposes. It is approached by a fine porch at its N.E. corner, with a striking ogee doorway, and has a beautiful rose window at the E. end. At its N.W. corner is the *Chapel*, with a good piscina and picturesque W. bell turret. The W. side of the quadrangle seems to have been occupied by domestic buildings, stables, etc.

This wild sea girt corner of S. Wales, with its picturesque cliff-scenery and pure air, offers pleasant summer quarters to those who seek simplicity and quiet (carriages at the inns and at Moriarty's, in Nun St.). The bathing-place of St. David's is at *Caerfai Bay*, a cove about 1 m. to the S. In the next bay to the W. are the ruins of the *Chapel of St. Non* or Nonna, the mother of St. David, and here, according to tradition, St. David was born. Another legend relates that she fled to Brittany before his birth. The chapel is placed N. and S., and this, together with the primitive-looking masonry of the still fairly perfect S.W. angle, suggests a possible rare survival of early British church-building. A little inland (N.E.) is St. Non's holy well, said to rise and fall with the tide. About 2 m. due W. of St. David's are the remains of *Capel Stinan*, the ruined pilgrimage chapel of St. Justinian, the confessor of St. David. The building, with its rude internal wall-arcades, is said to be the work of Bp. Vaughan (1509–22). About 1 m. W., separated from the mainland by *Ramsey Sound* (dangerous currents), is the inhabited rocky island of *Ramsey*, in which St. Justinian was traditionally martyred. It is a haunt of sea-fowl, seals, and woodcock. Still farther W. (c. 2 m.) is the group of rocks (lighthouse) called the *Bishop and his Clerks* "who preached deadly doctrine to their winter audience such poor seafaring men as are foreyd thether by tempest; onlie in one thing they are to be commended, they keepe residence better than the rest of the canons of that see are wont to do." About 1 m. N. of Capel Stinan by a pleasant walk along the cliffs is *Whitesand Bay*, skirting which is the 'Burrows,' with a nine-hole golf-course and the traditional site of the probably legendary Roman settlement of *Menevia*, or *Menapia*. A little to the N.W., defended by a double rampart of stones, is *St. David's Head*, 2½ m. from the city by the direct road, a bold promontory, with cliffs about 100 ft. high. This, the *Octopitarum* of Ptolemy, is also the most westerly point of Wales. About 1 m. to the E. of it rises the rough slate summit of *Carn Llidi* (595 ft.), a miniature mountain of singularly effective outline. The top commands an excellent view of the storm-swept peninsula of Dewisland (i.e. 'David's land'), and of the splendid rocky coast towards Fishguard (p. 223). — For those with leisure it is worth while to follow the whole length of coast-line from St. Non's Chapel to Capel Stinan (5–7 m., including the various windings).

ST DAVID'S CATHEDRAL

INDEX

Topographical names are printed in black type, names of eminent persons in italics, other entries in Roman type.

The following abbreviations occur in the index—

Ang.=Anglesey	Denb.=Denbighshire	Mont.=Montgomeryshire
Brec.=Breconshire	Glam.=Glamorganshire	Pemb.=Pembrokeshire
Card.=Cardiganshire	Here.=Herefordshire	Rad.=Radnorshire
Carm.=Carmarthenshire	Meri.=Merionethshire	Salop=Shropshire
Carn.=Carnarvonshire	Monm.=Monmouthshire	

The words 'y,' 'yr,' 'ar,' meaning 'the,' 'on the,' 'to the,' etc., have not been taken into account in reckoning alphabetical order. E.g.: Tal-y-Bont comes before Talerddig. When the 'y' has, by anglicisation, become part of a single word, as in Pontypridd, Dolywern, etc., the words affected have been indexed in the usual way.

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